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No. 20,182 號二十入百一零其二第 日五十月元年亥癸 HONGKONG, FRIDAY, MARCH 2ND, 1933. 五拜禮 號二月三年二十國民華中 PRICE, \$3 PER MONTH

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AMOY MUNICIPAL AFFAIRS.

ANTAGONISM TO THE COUNCIL'S GOVERNMENT.

The annual report of the Kulanmu Municipal Council for the year ended December 31st, 1922, contains the following paragraphs:—

The year under review has been one of great anxiety to the Council.

A spirit of antagonism to the Council's government has been manifest throughout the year, and showed itself very prominently in the Shop License Fees case, when an ultimatum, of which you are all well aware, was delivered to the Council. This resulted in the resignation of the Chairman, Mr. F. R. Smith.

The many difficulties encountered by the Council ultimately resulted in a resolution being placed before the Ratepayers in November last to the following effect:—

"That, either, the Authorities from whom the Council derives its powers to govern (that is, the Chinese Government and the Foreign Government) signatory to the Land Regulations, take immediate steps effectively to re-establish the Council in its essential authority, or

"That the Council be instructed to take the necessary steps through the Consular Body to return the Island of Kulanmu to the control of China and her Government, on condition that China shall assume all contracts and liabilities binding on the Settlement at the time of taking over and under such other provisions as may be found necessary."

This Resolution has been tabled.

THE ROADS.

As much attention as possible has been given to the roads of the Settlement, but work has been hindered to a great extent by the shortage of labour.

In February the Council caused notices to be inserted in the Hongkong papers calling for tenders for the laying of an experimental stretch of road surfacing, about 5,000 sq. yds., similar to that put down on the roads in the Peak district of Hongkong. Only one tender was received and that was from a firm of contractors named Sin Hah & Co., Swatow, which was considered unreasonably high. Approximately 88 (Mex.) per square yard of road surface, materials and labour included.

However, in October an experimental stretch of road near the Police Substation was treated with asphaltum at a cost of approx. 55 cents (Mex.) per square yard of road surface, and it is hoped that roads so treated will stand the rains, and the light local traffic.

The approximate road surfaces under Municipal supervision are as follows:—

1st Class Roads	35,000
2nd Class Roads	25,500
3rd Class Roads	25,700

It will be noticed in the works report that "Kay Boe San and North Roads have been re-metalled, and it is hoped that further work on them will open up the north-western portion of the Settlement. At present the roads are in a fairly good condition.

OVERCROWDING IN THE SETTLEMENT. The overcrowding in the Settlement is undoubtedly a menace to the public health, and measures will sooner or later have to be adopted controlling the number of people who can be allowed to reside here.

ELECTRIC LIGHT.

The electric light supply although greatly improved is still not all that might be desired.

The attitude of Messrs. J. Richards & Co., Ltd., concerning the proposed New Agreement is difficult to understand, for the Council still await their reply in regard to Clauses Nos. 1, 2, 11 and 17, and although several letters have been sent requesting them to expedite matters the bare acknowledgment of these letters seems, for some unknown reason, to suit their purpose for the time being.

CHINESE ADVISORY COMMITTEE.

At a special meeting of ratepayers held on Thursday, 2nd November, 1922, a resolution was passed inviting the Chinese ratepayers of the Settlement to nominate an Advisory Committee, for the purpose of presenting to the Council the views of the Chinese residents, and of assisting the Council in the government of the Settlement.

The resolution also stipulated the conditions governing this Committee.

The resolution was approved by the Consular Body on the 6th November, 1922.

The members of the Advisory Committee have since been elected by the Kulanmu Citizens Association, and their names are as follows:—Mr. Ng Ek Tau, Mr. C. J. Wang, Mr. Ng Ting Goan, Mr. Toh Bih Sang, Mr. Sy Eng Su.

The Consular Body, on the 13th January, 1923, approved of the names of the five above mentioned gentlemen.

LAND COMMISSION.

The complete reassessment of property on Kulanmu has been carried out in a very capable manner by a Land Commission consisting of Messrs. Hankins, Skuse and Whitfield, who were asked to undertake this work. Building land has been assessed and owners found.

The assessment of remaining undeveloped property has been a difficult proposition, and it has been practically impossible to find out the rightful owners of

(Continued on next column.)

LARBOARD AND STARBOARD.

ORIGIN OF THE TERMS.

A question, recently asked in the N.C. Daily News as to the origin of the above terms has elicited the following replies:—

"Bookworm" writes:—"Starboard" is from Old Anglo-Saxon steorbord, steer board, steerside, the steering paddle of an early Teutonic ship being worked on the right, the steersman having his back to the "larboard."

"Larboard" from Middle English "ladebords," the side of ship used for loading, which was consequently always moored to the "port," when ship was in harbour. "Larboard" and its former equivalent in French "larbord" are now superseded as sounding too like their opposites.

If not deemed too contemptible, may I add a tiny mnemonic which I found very useful in my younger days? It serves to recall the colour of the ship's lights. "Port" in a red wine, now left till end of meals. (Red Light is on left side of a ship.)

"Skeew" writes:—The terms "Starboard" and "Larboard" are of Saxon origin, derived from the word "Bord," which means shield. In the Viking ships each warrior hung his shield on the side of the ship opposite to him, and above the aperture for his oar. The Viking held the steer oar, which was fastened to the right-hand side of the stern (stern itself a contraction of steer oar). The right-hand side of the ship looking forward thus became the "steer side, and as "bord" came to mean the whole side where the shields or "bords" were hung, the right side came to be the steer board (starboard) side, and the lower or jerking side became larboard.

As regards "port," the derivation of the word seems uncertain (see article in Shipping and Engineering dated 24/3/22), but it might possibly be derived from the word larboard, or ladebord: lade, a load; side, (loading side), and as the Viking ships had this steer oar fastened to the vessel on the starboard side, possibly all ships would have had to berth when in port, on the "port" (or larboard) side.

A Norwegian explains the Norwegian term "bagbord" by saying that when an old Viking used the long steering oar on the starboard (styrbord) quarter, he would turn his back ("bag" in Norwegian) to "bagbord."

The inevitable joker wonders why, the Lords of the Admiralty changed Larboard to Port, they did not change Starboard to Peppermint?

grave and agricultural land, and the Council considers that the small revenue derived from this source of taxation will not warrant the trouble and opposition which will be met with at collection.

ASSISTANT TO SECRETARY.

The Council entered into an Agreement with Mr. G. R. Bass for a term of three years, which expires on the 30th January, 1925. Mr. Bass acts in the capacity of Assistant Secretary and Assistant Superintendent of Police.

FIRE BRIGADE.

A movement is on foot among the Chinese residents to form a volunteer fire brigade, but so far no definite organization has been started.

In February it was decided to purchase from Messrs. Mustard & Co. 3 "Paragon" Fire Extinguishers. These have proved of great assistance at two recent fires, but extinguishers of a larger type are needed. A number of hatchets and picks have been made locally for the Council.

SHOP LICENSE FEES AGITATION.

The Police Report signed by Mr. H. G. Reed, Captain Superintendent, contains the following paragraph:—

"The hostility of certain shopkeepers to the paying of a license fee on their shops has been one of the most flagrant cases of disputed authority in the annals of the Council's history. It was plain that the shopkeepers had the backing of many agitators and school-boys with misplaced aspirations, who at all times endeavour to obstruct the authorities in the administration of the Settlement. The attempts of such unprincipled persons to undermine the authority of the Council has had a very unsettling effect throughout the Settlement. The failure of the local Press to realise their public responsibilities has not improved matters, for they have frequently attacked the Council in a most disgraceful and unjustifiable way, with no thought of the true facts, but solely with the aim of creating unrest and agitation."

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THE NEW TWO ORGANIZATION.

THE JARDINE ENGINEERING CORPORATION, LTD.

CHINESE CO-OPERATION AIMED AT.

Mr. John Johnstone in a speech to a gathering assembled in Shanghai to celebrate the inauguration of the Jardine Engineering Corporation, Ltd., explained that the idea of this Corporation was developed by Mr. Aveyard shortly after he joined the firm during the war period and Mr. Johnstone felt great pleasure in seeing it finally materialise. Mr. Johnstone stated it is hoped that at some date in the not far distant future the Corporation will develop into a concern in which the Corporation's Chinese friends will have a large share not only as shareholders but also as directors, as the concern is primarily intended to develop Chinese undertakings for the benefit of the Chinese themselves. It might be asked why Jardine, Matheson & Co., Ltd., as a firm have allowed one of their departments to be absorbed in an undertaking of this nature, but the explanation is very simple. So long as their operations in engineering were restricted it was possible for those responsible for the management of Jardine, Matheson & Co., Ltd., to arrange matters so that Engineering Contracts and the financing thereof did not interfere with their ordinary merchant business. It was clearly seen, however, that a large development of Engineering business was inevitable and to avoid consequent loss of personal touch the new concern has been floated. Mr. Johnstone's personal opinion for several years past had been that Chinese co-operation was to be aimed at and the formation of this Corporation is the outcome of views which he was pleased to say are held by all partners of Jardine, Matheson & Co., Ltd.

In conclusion, Mr. Johnstone impressed upon the staff the necessity of learning Chinese, for in dealing with the Chinese and matters Chinese they are brought more closely in touch with the natives of this country than most of their seniors and they will have very much greater success if they acquire a knowledge of the language. In this connection, he congratulated Mr. Laurence who, he heard, had just passed his final examination in Chinese with honours.

Mr. SIDNEY BARTON, C.M.G., H.M. Consul-General said:—Those of us who have been attending next door the meeting of the Conference of the British Chambers of Commerce have been hearing a good deal about the present state of China and its unfortunate suffering from hardship and chaos in various forms and this subject has been dealt with at the meetings of the Conference, and it has unfortunately formed the subject of much comment in the Press for a long time past. It is very gratifying to turn for a moment to the other side of the picture of affairs in China as today, illustrated by this gathering here to-day, it is obvious that if there is, unfortunately we know there is trouble and disorder in China there is at the same time trade and commerce carrying on. They are handicapped, but still carrying on to such an extent as gives one an idea of what might be the development of trade conditions. That these troubles will disappear before too long a time has been the opinion of Mr. Johnstone in view of what he has told us about its forming of an organization such as the Jardine Engineering Corporation which is designed to deal with the development of the future. The Corporation, as we have heard, is designed to develop on the lines of co-operation with the Chinese not only as shareholders but as Directors, about which we have heard a great deal in recent years and which system has been preached by those who were endeavouring to contribute something towards improvements in British trade in this country and it is a system which has borne fruit in certain instances in the past. I draw hope for the success of the present undertaking. In the past, co-operation from both sides at the outset, has had a certain measure of success, but the greatest success has been achieved by the fusion of two organizations which have developed along separate lines and then joined hands when the time was ripe. On the one side we have the business knowledge and experience of J. M. & Co., Ltd., and on the other the knowledge and experience of the Chinese in the use and the purchase of Machinery. Mr. Johnstone alluded to one other matter which naturally appeals to a man of my position and my knowledge of the Chinese. The importance of learning Chinese cannot be too strongly emphasized for those who have to go far from the Treaty Ports to such places where English is not spoken. I will even go further than Mr. Johnstone and state that the learning of Chinese is essential and not merely desirable to ensure the success of any and every undertaking in China.

Mr. F. P. FANG, vice-Chairman of the General Chamber of Commerce of Shanghai said:—Mr. Johnstone, Mr. Aveyard, and Gentlemen—I have great honour to be present on behalf of the General Chamber of Commerce at the opening ceremony of the Jardine Engineering Corporation Ltd., Jardine, Matheson & Co., Ltd., is one of the oldest British firms in China, has transacted business on an enormous scale and is renowned for its honesty and trustworthiness, which tradition the new concern will undoubtedly carry on. As the industrial development of China is now rapidly advancing and the demand for machinery is daily increasing, the new Corporation will certainly enjoy the greatest success in the future. I tender my best wishes on behalf of the General Chamber of Commerce for the prosperity of the Jardine Engineering Corporation. (Continued at foot of next column.)

LONDON, AS A PORT.

IMPORTANCE OF ENTREPOT TRADE

Sir Joseph Broadbent gave a lecture at the City of London College, Moorfields, recently, on "The Port of London." The lecture was the first of a series on commercial developments. Sir Lulham Pound presided.

Sir Joseph Broadbent said that London was the only instance in the world of the combination of a capital and a great port, and its prosperity and its magnificence were chiefly due to the carrying on of the entrepot trade. It had become the capital of the country because of its commercial position. The port had produced the capital.

Sketching the history of the Port, the lecturer said that the building of the original stone London Bridge had unexpected results. It divided the Port into two, because of the perilous navigation through the arches, and practically the whole of the trade of London came to be carried on below the bridge. By acting as a dam, the structure also made possible the frequent freezing of the water above the bridge and the holding of those "frost fairs" which were no longer to be seen to-day. There was much evidence that the river banks were constructed shortly after the Norman Conquest. Their effect was to convert a sluggish river into a fast one and confine it within narrower boundaries.

Among the interesting lantern illustrations to the lecture was a slide showing one of the picturesque Dutch eel boats which by ancient custom have a berth in the river, and the lecturer said he had been told that they would shortly be superseded by motor-boats.

After describing the present administration of the Port, Sir Joseph Broadbent expressed confidence that as long as the Empire held its own the future of the Port was assured. Even if aircraft took the place of steamers it would make no difference. Cargoes must still be loaded and unloaded. It remained for those responsible to be efficient in their operations, alive to the changes in the form of trade, and for labour to give a fair day's work for just pay.

SHANGHAI TRADE.

RE-OPENING OF THE MARKET.

The following extract is from Messrs. Noel, Murray & Co.'s latest report on the evening of February 15th business in Shanghai closed down for five consecutive days for the celebration of the Lunar New Year. A good many prayers for rain have been offered up lately and on the second and following days of the year the country got all it wanted in the way of saturation, either in the form of snow, sleet or rain, which made the holidays very trying. On the 20th, which was the fifth day, the members of the Guild met together and as usual the market was opened by complimentary sales of piece goods. White Shirtings were advanced about 2½ mace per piece and Grey one mace; one half of the business transacted was in Locally made and Japanese cloths and in all 4,000 pkgs. changed hands. As regards last year's trading neither the Piece Goods nor Yarn men had encouraging tales to tell; in fact 1922 was a thoroughly bad period, except for the banking fraternity who claim to a profit of about £1,300,000. In the coming year 65 first shop banks (including 4 new ones) will open for business in the Settlements and 14 small concerns, three of which are new. In the City, 10 large and 16 small banks (7 of which are new) will operate.

SPORT.

CRICKET.

CIVIL SERVICE v. R.G.A.

The following will represent Civil Service 1st XI. in a friendly fixture with the R.G.A. on the Civil Service ground tomorrow (Saturday):—A. E. Wood (capt.), G. R. Sayer, E. B. Reed, A. R. Sutherland, F. H. Holdman, E. C. Fischer, F. Baker, A. W. Grimmett, W. H. Edmunds, A. Fincher, and H. Sandford.

At the conclusion of the speeches, Mr. Barton proposed the toast of "Long life and Prosperity" to the new corporation and this having been done, refreshments were partaken of.

With the creation of the Jardine Engineering Corporation, Ltd., the engineering department of Messrs. Jardine, Matheson & Co. as hitherto in existence automatically comes to an end.

Some of the British engineering firms represented are Edgar, Allen & Co., Ltd., crushing machinery, etc.; the Associated British Machine Tool Makers, Ltd., machine tools; W. and T. Avery, Ltd., weighing machines; Bate and Scholer, Ltd., gas and oil engines; Wm. Beardmore & Co., Ltd., crude oil engines; Brooks and Doxey, Ltd., spinning machinery; Allen-Liversidge, Ltd., acetylene lighting and welding plants; Linotype and Machinery, Ltd., linotype and printing machines; Henry Livezey, Ltd., weaving machinery; Marshall and Sons, steam engines, boilers, tea machinery, etc.; Merryweather and Sons, Ltd., fire engines; Siche, Gorman & Co., diving apparatus; the Pulometer Engineering Co., Ltd., pumps; and others.

American manufacturers are also represented, among whom are The Temco Electric Motor Co., electric tools; the Standard Pressed Steel Co., power transmitting machinery, and the Kermath Manufacturing Co., marine motors.

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It does not rust or corrode.
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Length on Blocks 750 Feet

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PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 6,000 TONS;
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UP TO 50 KNOTS.

TURBINES AND RECIPROCATING MACHINERY AND PROPELLERS
MARINE AND STATIONARY OIL ENGINES
8 TO 90 B.H.P.
MOTOR VEHICLES 2 TO 6 TONS.
WATER-TUBE BOILERS.

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Tan Calf Walking Shoe. Medium and Wide Toes. Neat Punched Cap. All Sizes and Half Sizes.

Tan Suede Semi-Brogan Shoe. Smart West End Model. The Finest Shoe obtainable.

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We have just received a Consignment of Ladies, Race Model Trimmed Millinery especially selected for RACE WEEK.

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HONGKONG.

HONGKONG JOCKEY CLUB ANNUAL RACES. DERBY DAY.

EXCITING STRUGGLE FOR THE BLUE RIBBON.

Patron.—H.E. Sir R. E. Stubbs, K.C.M.G.

Honorary Stewards.—H.E. Admiral Sir Arthur C. Leveson, K.C.B., H.E. Major-General Sir John Fowler, K.C.M.G., C.B., D.S.O., the Hon. Mr. Claud Severn, C.M.G., Commodore H. E. Grace, R.N.

Stewards.—The Hon. Sir C. Paul Chater, K.C.M.G., Mr. D. G. M. Bernard, Mr. C. C. Boyd, Lieut.-Col. G. K. Hall Brutton, Mr. D. E. Clark, Mr. R. M. Dyer, Dr. C. Forsyth, Sir Wm. Rees-Davies, K.C., Hon. Mr. A. G. Stephen, Mr. H. P. White.

Stewards in Charge of the Scale.—Mr. R. M. Dyer and Mr. C. C. Boyd.

Judge.—Mr. F. B. Marshall.

Assistant Judge.—Mr. D. E. Clark.

Starter.—Lieut.-Col. G. K. Hall Brutton.

Second Starter.—Mr. J. G. Lyon.

Stewards in Charge of Paddock.—Mr. H. P. White and Dr. C. Forsyth.

Handicapper.—Mr. C. C. Boyd and Mr. F. Sutton.

Stewards in Charge of Pari-Mutuel.—Mr. D. G. M. Bernard and Hon. Mr. A. G. Stephen.

Time-keeper.—Mr. M. S. Sassoon.

Hon. Surgeon.—Dr. C. Forsyth.

Secretary.—Mr. E. J. Chapman.

Treasurer.—Messrs. Linstead and Davis.

Clerk of the Course.—Mr. H. Birkett.

The crowd at Happy Valley yesterday to witness the events of the second day of the Race meeting must have been a record one. Though a cold breeze was blowing in the morning, it subsided before noon, and in the afternoon the weather was ideal.

The chief event of the day, of course, was the Derby in which a keen public interest was shown. Messrs. Potts and Hayin had decided to scratch Harvest King after the race for the Trial Plate on Wednesday, as the pony finished lame. Thus a hot favourite for the blue ribbon of the meeting was eliminated, and Mr. Hector Sassoon's Roman Victory, which had been closely running Harvest King in popular favour, became first favourite, especially after his fine win in the Racing Stakes when he came in first, a length and a half ahead of Valiant Dahlia, which was considered to be Sir Paul's best. Seven ponies faced the starter for the race and popular judgment as to the probable winner was revealed in the pari-mutuel as follows:—

Roman Victory	348
Orient Dahlia	297
Ideal Dahlia	138
King Henry	118
Valiant Dahlia	109
Korean Star	54
Roman Standard	8

There was an exciting finish to the race. All seven ponies were together coming up to the post, and Ideal Dahlia—Sir Paul's third choice of his stable—with Mr. Soares riding, managed to pass the post a head in front of Mr. Dynasty's King Henry, with Valiant Dahlia a head behind the second pony. The favourite was unplaced. He came in fifth.

Apart from the Derby the chief sensation of the meeting was the disqualification of Empire Dahlia, which came home first in the race for the Challenge Cup. A protest, lodged for crossing, was sustained by the Stewards, who awarded the first place to Allied King. These two ponies had met in the Jockey Club Stakes the previous day, when Empire Dahlia won comfortably, while Allied King, which was expected to win, was unplaced.

A very popular win during the afternoon was that of Rialto Star, owned by Mr. H. Birkett, the Clerk of the Course, and ridden by Mr. T. W. Doyle, in the race for the Navy Cup.

The Dahlia stable again made the best showing of the day, Sir Paul getting 4 wins (including Empire Dahlia, which was afterwards disqualified), 3 seconds, and 1 third.

1.—THE JOCKEY CUP.

Winner, 300; Second, \$200; Third, \$100. A Cup will be presented to the winning jockey. For China ponies, that have started in and never won an official flat race and for subscription griffins of this meeting, to be ridden by jockeys who have not won more than two official flat races in Hongkong or China. Subscription griffin winners 7 lbs. extra. All unplaced starters at this meeting allowed 5 lbs. Once round.

Messrs. Stephen and Stitt's Wild Thyme, 150 lbs. (Mr. Gibson) 1
Mr. Nelson's Navajo Scout, 148 lbs. (Mr. L. Nelson) 2
Mr. Graham's Autumn Time, 148 lbs. (Mr. G. H. Harriman) 3

Messrs. Albert and Arnold's Dandy Kid, 145 lbs. (Mr. J. M. Remedios) 0
Mrs. Bernard's Meadowgrass, 143 lbs. (Mr. Zelenky) 0

Messrs. Hsieh and Cook's Old Monkey, 158 lbs. (Mr. Logan) 0
Mr. Robert's Renfrew, 143 lbs. (Mr. Bulteel) 0

Capt. E. G. Spinks' Lightning, 150 lbs. (Capt. Spinks) 0
Mr. Towers' Pearl Tile, 152 lbs. (Mr. Moses) 0

Time: 1min. 56.4-seconds.
Won by three lengths; three quarters of a length between second and third.

Old Monkeynuts (Mr. Logan up) broke away twice from a field of nine ponies before the signal to start had been dropped. The pony careered half way round the course on the first occasion, and, on the second, carried his rider round to the bend leading into the back stretch, where he threw him over the rails. Mr. Logan, fortunately, was uninjured. The remaining eight ponies got away after some delay with Meadowgrass (Mr. Zelenky) leading. He soon lost his advantage and, gradually dropping back, finished next to last. Wild Thyme, a much-fancied favourite, took the lead going up the back stretch and was not challenged, winning with 3 lengths to spare. Navajo Scout came in second, three-quarters of a length in front of Autumn Time (Mr. Harriman up). Pearl Tile finished last, many lengths behind.

Pari-mutuel	Cash Sweep.
Winner: \$6.20	Ticket No.
1, 5.70	324, \$1,035.00
2, 7.70	48, 310.00
3, 22.50	109, 155.00

Unplaced ponies (\$25 each): Nos. 76, 178, 315, 146, 671, 328.

2.—THE EXCHANGE PLATE.

Presented by the Bankers and Exchange Brokers of Hongkong. Value \$1,000 to winner. Second to receive \$300 and third \$200. For China ponies. Ponies that have started in and not won a race of 1 mile or over at this meeting allowed 5 lbs. Griffins of this meeting allowed 5 lbs. Subscription griffins of this meeting allowed 10 lbs. Allowances, accumulative. From the two mile post once round and in.

Mr. Hector Sassoon's Roman Republic (late Bankersfield), 155 lbs. (Mr. Hill) 1
Sir Paul's Honesty Dahlia, 152 lbs. (Mr. Vida) 2

Sir Paul's Sceptic Dahlia (late Exchange Bill), 155 lbs. (Mr. Moller) 3
Mr. De Rozas' Dapper Dan (late Yanish) 149 lbs. (Mr. Rozas) 0

Mr. Ferdinand's Royal Crusader (late Starland), 152 lbs. (Mr. Soares) 0
Mr. Gilpin's Western Union, 149 lbs. (Mr. Matcham) 0

Mr. Henry Humphreys' Speckled Mouse, 152 lbs. (Mr. Doyle) 0
Mr. Hector Sassoon's Roman Pride, 155 lbs. (Mr. Gibson) 0

Time: 2mins. 18.3-seconds.
Won by three lengths, two lengths between second and third.

This was a good race, with a fine finish by Mr. Hector Sassoon's two ponies, Roman Republic and Roman Pride. Honesty Dahlia took the lead at the start, and coming past the stands for the first time the order was: Honesty Dahlia, Speckled Mouse, Royal Crusader and Western Union, the two Roman ponies being well back. Up the back stretch the order remained unchanged, until the Rock was reached. The Roman Republic forged ahead, and, passing Royal Crusader and Western Union, caught and passed Speckled Mouse and Sceptic Dahlia. The other Roman pony was coming up well and got into fourth position. Roman Republic challenged the leader in the home straight, beat him easily and won by three lengths. Honesty Dahlia falling off towards the end. For third position there was a hard struggle between Sceptic Dahlia and Roman Pride, with the latter pony as challenger. Sceptic Dahlia just managed to hold his own.

Pari-mutuel	Cash Sweep.
Winner: \$7.80	Ticket No.
1, 5.70	489, \$1,435.70
2, 6.50	215, 410.20
3, 8.30	495, 305.10

Unplaced ponies (\$25 each): Nos. 221, 270, 30, 272, 222.

3.—THE HONGKONG DERBY.

A Sweepstakes of \$20 each, with \$2,000 added. For China ponies, bond-fide griffins on date of entry. First pony to receive 70 per cent. Second, 20 per cent. Third, 10 per cent. Ponies to be ridden by jockeys who have won at least 3 flat races in Hongkong or China, or jockeys approved by the Stewards. One mile and a half.

Sir Paul's Ideal Dahlia, 161 lbs. (Mr. Soares) 1
Mr. Dynasty's King Henry, 152 lbs. (Mr. Dalgarno) 2

Sir Paul's Valiant Dahlia, 152 lbs. (Mr. Vida) 3
Mr. H. Birkett's Korean Star, 153 lbs. (Mr. Doyle) 0

Sir Paul's Orient Dahlia, 153 lbs. (Mr. Moller) 0
Mr. Hector Sassoon's Roman Victory, 152 lbs. (Mr. Hill) 0

Mr. Hector Sassoon's Roman Standard, 152 lbs. (Mr. Gibson) 0
Time: 3mins. 13.2-seconds.
Won by a head; a head separating second and third.

THE DERBY.

There was great excitement amongst the crowd when the field of seven ponies turned out for the race of the day. Roman Victory and Valiant Dahlia were hot favourites, the former having the most backers. Sir Paul turned out three ponies—Valiant Dahlia, Orient Dahlia and Ideal Dahlia—while Mr. Hector Sassoon's two starters were Roman Victory and Roman Standard. There was one false start, in which one of the Dahlia ponies was badly left. The second attempt was more successful. The field getting away to an excellent start. King Henry was the first to go to the front, with Valiant Dahlia close behind, Roman Victory lying fourth and Ideal Dahlia next to last. Going up the back stretch, Valiant Dahlia took the lead and kept on increasing his advantage right round to the Village bend. Roman Victory improved his position. This order was maintained coming down the home straight for the first time. Ideal Dahlia still lying next to last. Passing the stands for the first time, the order was: Valiant Dahlia, King Henry, Orient Dahlia and then the favourite—Roman Victory.—Roman Standard being last. In this order they passed the Football stand, but by this time Valiant Dahlia had increased his lead to several lengths, Roman Victory was still running fourth. Going up the back stretch, Ideal Dahlia (Mr. Soares up) was whipped and began to creep up, and, passing the Rock, drew level with the favourite. At the Village bend Ideal Dahlia ran into third place, displacing Orient Dahlia. In the home straight it was still anyone's race; the first four ponies being practically together. King Henry then began to challenge the leader, Valiant Dahlia and Ideal Dahlia coming up on the outside. It was an exciting finish. At the furlong post Valiant Dahlia was dropping back slightly and Ideal Dahlia was improving his position. The four leading ponies approached the winning post almost dead level. They were Valiant Dahlia slightly led by King Henry, Ideal Dahlia and Orient Dahlia. The favourite was still in the rear. Near the winning post Ideal Dahlia, on the outside, was whipped up and came in first, amidst much excitement, a head in front of King Henry. Valiant Dahlia was third, another head behind.

Pari-mutuel. Cash Sweep.
Winner: \$16.90. Ticket No.
1, 5.90. 372, \$3,505.50
2, 5.90. 840, 1,001.00
3, 7.60. 92, 500.50

Unplaced ponies (\$25 each): Nos. 416, 1069, 641, 1151, 745, 1200, 577.

6.—THE LUSTANO CUP.

Presented by the members of the Club Lusitano. For China ponies bond-fide griffins on date of entry, with \$500 added. Second \$300. Third \$100. Subscription griffins of this season allowed 7 lbs. All winners 7 lbs. extra. One mile.

Lady Chater's Penguin, 152 lbs. (Mr. F. Vida) 1
Sir Paul's Satisfaction Dahlia, 152 lbs. (Mr. Moller) 2

Messrs. Leitch and Moncrieff's Prior Muir, 153 lbs. (Mr. T. Doyle) 3
Mr. A. H. Carroll's Maple Leaf, 149 lbs. (Mr. Nelson) 0

Mr. Dynasty's King Charles, 154 lbs. (Mr. Dalgarno) 0
Mr. Dynasty's King Tommy, 155 lbs. (Mr. Zelenky) 0

Mr. Ferdinand's Royal Earl, 153 lbs. (Mr. J. M. Remedios) 0
Messrs. G. H. Potts and Ellis Hayim's Petrol King, 155 lbs. (Mr. Hill) 0

Mr. Seth's Even though, 155 lbs. (Mr. Seth) 0
Messrs. Stephen and Stitt's John Keats, 155 lbs. (Mr. Crokam) 0

H.E. Sir Edward Stubbs's Matthias, 152 lbs. (Mr. Bulteel) 0
Mr. Towers' Cyr Tile, 152 lbs. (Mr. Matcham) 0

Time: 2mins. 0.9-seconds.
Won by a length and a half; two lengths between second and third.

A field of twelve ponies got away to an excellent start, Lady Chater's Penguin taking the lead. This pony (Mr. Vida riding) which failed badly the previous day, held on to his advantage right from the start and finished first, a length and a half in front of Satisfaction Dahlia. Petrol King (Mr. Hill up) was a much-fancied chance, but in the first half of the race he was lying back next to last. Mr. Doyle on Prior Muir was running second place for most of the distance, but Satisfaction Dahlia came out of the bunch in the home straight and displaced him, finishing a good second, two lengths in front of Prior Muir. Petrol King finished sixth.

Pari-mutuel. Cash Sweep.
Winner: \$16.10. Ticket No.
1, 7.60. 113, \$3,653.20
2, 6.20. 334, 1,043.80
3, 28.80. 137, 521.90

Unplaced ponies (\$25 each): Nos. 228, 934, 1804, 498, 474, 520, 102, 1072, 1073.

The start was a fairly good one, Gallowgate taking the lead. Round the Village bend, the Tile came up and beat Gallowgate, but the latter forged ahead again and was leading past the Stand. The Tile was second, Roman Bay third, and Red Rufus brought up the rear. This order was maintained till the Rock was reached and then Diadem Dahlia began to come up and, after rounding the Village bend the second time, galloped away from the rest of the field and ran home an easy winner by two lengths. Dainty Dahlia came in second, and Roman Bay third.

Pari-mutuel. Cash Sweep.
Winner: \$6.90. Ticket No.
1, 5.30. 741, \$2,130.50
2, 5.50. 326, 608.80
3, 7.90. 400, 304.40

Unplaced ponies (\$25 each): Nos. 10, 649, 468, 630.

5.—THE GOVERNOR'S CUP.

Presented by H.E. the Governor, with 600 added for winner. Second \$300. Third 200. For China ponies. Winners at this meeting 7 lbs.; of two or more races 10 lbs. extra. Griffins allowed 5 lbs. Subscription griffins of seasons 1921-1922 and 1922-1923 that have not won more than one official race allowed 10 lbs. (Jockey allowance.) Five furlongs.

Sir Paul's Sportsman Dahlia, 153 lbs. (Mr. Vida) 1
Messrs. Stephen and Stitt's Reaz, 152 lbs. (Mr. Crokam) 2

Mr. Hector Sassoon's Roman Warrior (late Waterloo), 150 lbs. (Mr. Gibson) 3
Mr. A. A. Alves' Scaduna, 159 lbs. (Mr. Zelenky) 0

Mr. H. Birkett's Night Star (late Chang Tso Lin), 147 lbs. (Mr. Moses) 0
Mr. A. H. Carroll's Cherry Leaf (late Delight Dahlia), 144 lbs. (Mr. L. Nelson) 0

Lady Chater's Bullfinch, 149 lbs. (Mr. Soares) 0
Mr. Dynasty's The Dunlin, 159 lbs. (Capt. Spinks) 0

Mr. Ferdinand's Royal Crusader (late Starland), 155 lbs. (Mr. Remedios) 0
Lieuts. E. N. Lake and J. R. D'Aeth's Lottery, 150 lbs. (Lieut. D'Aeth) 0

Time: 1min. 14.3-seconds.
Won by a length-and-a-half; half a length between second and third.

After some little trouble the field got away to a good start, the Dahlia taking the lead almost from the commencement, closely followed by Roman Warrior and Royal Crusader. Past the Rock, Royal Crusader came up on the outside of Sportsman Dahlia and at the Village bend was challenging the leader for first place. Coming into the home straight, Sportsman Dahlia improved his position, with Benz drawing up amongst the leaders. Benz succeeded in passing Royal Crusader and Roman Warrior and came in a good second, a length-and-a-half behind Sportsman Dahlia. Roman Warrior managed to beat Royal Crusader in the last hundred yards and came in third.

Pari-mutuel. Cash Sweep.
Winner: \$16.90. Ticket No.
1, 5.90. 372, \$3,505.50
2, 5.90. 840, 1,001.00
3, 7.60. 92, 500.50

Unplaced ponies (\$25 each): Nos. 416, 1069, 641, 1151, 745, 1200, 577.

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Mr. A. H. Carroll's Maple Leaf, 149 lbs. (Mr. Nelson) 0

Mr. Dynasty's King Charles, 154 lbs. (Mr. Dalgarno) 0
Mr. Dynasty's King Tommy, 155 lbs. (Mr. Zelenky) 0

Mr. Ferdinand's Royal Earl, 153 lbs. (Mr. J. M. Remedios) 0
Messrs. G. H. Potts and Ellis Hayim's Petrol King, 155 lbs. (Mr. Hill) 0

Mr. Seth's Even though, 155 lbs. (Mr. Seth) 0
Messrs. Stephen and Stitt's John Keats, 155 lbs. (Mr. Crokam) 0

H.E. Sir Edward Stubbs's Matthias, 152 lbs. (Mr. Bulteel) 0
Mr. Towers' Cyr Tile, 152 lbs. (Mr. Matcham) 0

Time: 2mins. 0.9-seconds.
Won by a length and a half; two lengths between second and third.

A field of twelve ponies got away to an excellent start, Lady Chater's Penguin taking the lead. This pony (Mr. Vida riding) which failed badly the previous day, held on to his advantage right from the start and finished first, a length and a half in front of Satisfaction Dahlia. Petrol King (Mr. Hill up) was a much-fancied chance, but in the first half of the race he was lying back next to last. Mr. Doyle on Prior Muir was running second place for most of the distance, but Satisfaction Dahlia came out of the bunch in the home straight and displaced him, finishing a good second, two lengths in front of Prior Muir. Petrol King finished sixth.

Pari-mutuel. Cash Sweep.
Winner: \$16.10. Ticket No.
1, 7.60. 113, \$3,653.20
2, 6.20. 334, 1,043.80
3, 28.80. 137, 521.90

Unplaced ponies (\$25 each): Nos. 228, 934, 1804, 498, 474, 520, 102, 1072, 1073.

7.—THE CHALLENGE CUP.

Value one hundred guineas. For China ponies. To be won two years consecutively by a pony or ponies the bona-fide property of the same owner or owners. Winner to receive \$700 and 70 per cent.; second, \$300 and 50 per cent.; third, \$150 and 10 per cent. of the entrance fees until the Cup is finally won when the second pony will receive 75 per cent. and the third pony 25 per cent. of the entrance fees in addition to the place money. One mile and three quarters.

Messrs. G. H. Potts and Ellis Haym's Allied King, 155 lbs. (Mr. W. Hill) 1
Messrs. Stephen and Stitt's Wild Thyme, 155 lbs. (Mr. Crookam) 2
Sir Paul's Empire Dahlia, 151 lbs. (Mr. Moller) 0
Sir Paul's White Star Dahlia (late Golden Knob), 152 lbs. (Mr. Soares) 0
Mr. Dyer's Manifest, 152 lbs. (Mr. Bulleel) 0

Time: 3mins. 54.4-5secs.
Won by a length and a half; one length between second and third.

The small field of five ponies got away to a fair start. Wild Thyme going into first place with White Star Dahlia, Empire Dahlia, Manifest and Allied King following in the order named. For this first time round the order remained unchanged, the field being strung out over a considerable distance. Going past the stands for the first time Allied King and Empire Dahlia dropped back to the rear, evidently being held in. At the Football stand White Star Dahlia (running second) challenged the leader and going up the back stretch made a brave effort to take the lead. The field then began to close up, and towards the Village bend White Star Dahlia began to lose ground and Empire Dahlia and Allied King came through to challenge the leader. In the home straight they overtook White Star Dahlia and Empire Dahlia won easily with Allied King as a good second. White Star Dahlia finished next to last. Manifest bringing up the rear.

At the conclusion of the race a protest was lodged and sustained against Empire Dahlia and this pony was disqualified from first place for crossing in the home straight and Allied King was awarded first place and Wild Thyme the second place.

Pari-mutuel. Cash Sweep.
Winner: \$7.00 Ticket No. 1, 5.00 840, \$3,601.00
2, 7.50 411, 1,048.00
3, 5.75 57, 523.00
Unplaced ponies (\$25 each): Nos. 460, 789.

8.—THE ROYAL NAVY CUP.

Presented by the Officers of H.M.'s Navy, with \$400 added to the winner; second, \$200; third, \$150. For subscription griffins of any season. Winners of an official race 7 lbs. extra. Unplaced runners at this meeting allowed 3 lbs. (Jockey allowance). From the two mile post once round and in:

Mr. H. Birkett's Rialto Star, 162 lbs. (Mr. W. Hill) 1
Mr. Ferdinand's Royal Conqueror (late Pawnshop), 162 lbs. (Mr. Soares) 2
Mr. John Peel's West River, 151 lbs. (Mr. Zellenky) 3
Mr. Da Rozas' Dapper Don (late Alcha), 152 lbs. (Mr. Da Rosa) 0
Mr. Robert's Renfrew, 147 lbs. (Mr. Bulleel) 0
Mr. Towers' Mosaic Tile, 155 lbs. (Mr. Seth) 0

Time: 2mins. 21secs.
Won by two lengths; many lengths between second and third.

The six ponies got away first time to a nice start and passing the stands for the first time Renfrew led slightly from Royal Conqueror, West River bringing up the rear. At the Football stand Royal Conqueror went into first place, Rialto Star taking the second position. Renfrew dropped back to third. Going up to the back stretch West River (Mr. Zellenky up) began to come through and at the Village bend he ran into second place. Down the home straight, the three leading ponies were a considerable distance in front of the others. Just before the furlong post was reached Rialto Star came up with the leader (Royal Conqueror) and won easily, Royal Conqueror and West River coming in second and third respectively.

Pari-mutuel. Cash Sweep.
Winner: \$7.20 Ticket No. 1, 5.30 425, \$3,456.70
2, 5.30 827, 996.20
3, 6.40 171, 498.10
Unplaced ponies (\$25 each): Nos. 1139, 495, 90.

9.—THE "BLACK ROCK" STAKES.

Winner, \$600; second, \$250; third, \$150. For China ponies bona-fide griffins on date of entry. Winners of one race (other than a race confined to subscription griffins) 5 lbs. of two or more races 7 lbs. extra. One mile and a quarter.

Mr. Dynasty's King Johnnie, 155 lbs. (Mr. Dalgarno) 1
Messrs. Stephen and Stitt's Simple Pete, 155 lbs. (Mr. W. Crookam) 2
Mr. Hector Sassoon's Roman Standard, 152 lbs. (Mr. W. Hill) 3
Mr. Dyer's Manifest, 152 lbs. (Mr. Bulleel) 0
Sir Paul's Orient Dahlia, 150 lbs. (Mr. Moller) 0
Messrs. G. H. Potts and Ellis Haym's Veteran King, 138 lbs. (Mr. Moses) 0
Mr. Seth's In Spite Of, 152 lbs. (Mr. Seth) 0
Mr. Tower's Ridge Tile, 149 lbs. (Mr. Nelson) 0

Time: 2mins. 43.4-5secs.

Won by a length and a half; a length between second and third.

For the commencement of the ninth race there was a very ragged start. Ridge Tile, against the rails, taking the lead, followed by In Spite Of (Mr. Seth up). Passing the stands, In Spite Of ran into first place, with Ridge Tile, Simple Pete, King Johnnie, Manifest and Orient Dahlia, running in the order named close behind. Up the back stretch Manifest went into first place, with Simple Pete running second. At the village bend Roman Standard came through to challenge the leaders. In the home straight, King Johnnie passed the leader (Manifest) which lost his lead badly at this stage. Simple Pete retained his position of second and finished a length and a half behind the winner, King Johnnie. Roman Standard came in third.

Pari-mutuel. Cash Sweep.
Winner: \$61.20 Ticket No. 1, 11.10 343, \$2,930.30
2, 13.60 410, 539.50
3, 7.50 688, 419.00
Unplaced ponies (\$25 each): Nos. 678, 111, 843, 397, 247.

10.—THE GYMKHANA CUP.

Value \$600 to the winner; second, \$250; third, \$150. For all China ponies that have started for races in at least two Gymkhanas during the season 1922 and subscription griffins of this season 1922-1923. Winners of an official race other than a race confined to subscription griffins 7 lbs. of a subscription griffin race 2 lbs. extra. Subscription griffins of this season 1922-1923 allowed 7 lbs. Winners at this meeting barred. Three quarters of a mile.

Mr. Dynasty's Spotted Sand, 155 lbs. (Mr. Dalgarno) 1
Mr. Henry Humphreys' Speckled Mouse, 155 lbs. (Mr. Doyle) 2
Mr. Hector Sassoon's Roman Warrior (late Waterloo), 150 lbs. (Mr. Gibson) 3
Mr. Adams' Scampardale, 155 lbs. (Mr. Moller) 0
Mr. L. Nelson's Apache Scout, 151 lbs. (Mr. W. Hill) 0
Mr. Seth's Knockleg, 151 lbs. (Mr. Seth) 0

Time: 1min. 31.3-5secs.
Won by two lengths; a length and a half between second and third.

Six ponies faced the starter in this race and after one false start they got away well, with Speckled Mouse and Roman Warrior leading the way, Apache Scout bringing up the rear. The ponies remained in a bunch to the Village bend when Spotted Sand (Mr. Dalgarno up) came through and passed the two leading ponies in the home straight. From the furlong post in it was a fight between Spotted Sand and Speckled Mouse for first place. Spotted Sand spurred and came in two lengths in front of Speckled Mouse. Roman Warrior came in third, a length and a half behind the second pony.

Pari-mutuel. Cash Sweep.
Winner: \$14.40 Ticket No. 1, 6.40 730, \$2,909.10
2, 5.90 927, 802.50
3, 5.30 779, 401.30
Unplaced ponies (\$25 each): Nos. 65, 193, 591.

11.—THE PEKING PLATE.

Winner, \$600; second, \$200; third, \$100. For subscription griffins of this season, 1922-1923. Winners 7 lbs. extra. Unplaced runners at this meeting allowed 3 lbs. One mile and a half.

Mr. John Peel's Yellow River, 155 lbs. (Mr. Zellenky) 1
Mr. Ferdinand's Royal Oak, 150 lbs. (Mr. Remedios) 2
Messrs. Dyer and Beith's Gallowgate, 155 lbs. (Mr. W. Hill) 3
Mr. Allsire's Robin Gray, 155 lbs. (Mr. Dalgarno) 0
Mr. Harridan's Bhudmash, 140 lbs. (Mr. Corkam) 0
Mr. Pantomime's Fairy Foot, 158 lbs. (Mr. Davies) 0
Mrs. Hector Sassoon's Roman Ash, 147 lbs. (Mr. Gibson) 0

Time: 3mins. 21.3-5secs.
Won by a length and a half; a length between second and third.

(Continued at foot of next column.)

AMERICAN TOURISTS.

OVER FOUR HUNDRED ARRIVE IN HONGKONG.

The United American Line's a.s. *Resolute*, flying the Panama flag, arrived in port yesterday morning with 465 American tourists on board, on a tour round the world. The vessel started on her voyage from New York, and came through the Panama Canal, on to various ports in Japan, thence to Shanghai and Hongkong. They remain here until Saturday when the vessel sails for Manila. From the Philippines, they proceed to Java, Burma, India, Ceylon, and Egypt. The tour does not touch England. The *Resolute* is an American owned ship, and she is sailing under the flag of Panama, in order that America's "dry" laws should not spoil the pleasure of the trip.

There are on board a number of people well known in America, both for their wealth and their accomplishments in the realms of literature and commerce. These include Nina Wilcox Putnam, a humorous writer who has attained some popularity in the States of recent years; Miss Madge Kennedy (Mrs. Harold Bolster), the movie actress; Mr. Edward W. Rollins, the well known Boston and New York banker and others.

The ship was chartered for the cruise by the Raymond Whitcombe Company, the Vice President of which, Mr. Leon Collier, is in charge of the general arrangements. She is commanded by Captain Daniel Malman. The *Resolute* is a 20,000 tonner, an oil burner, and twin screw. Her fittings are the latest word in luxury, and everything possible seems to have been done for the comfort of the passengers. There is an unusual amount of deck space, a fine swimming pool, gymnasium and photographic dark room. Dances, games, sports, theatricals, are going on all the time, and the tourists are never allowed to get bored. Altogether, in fact, the *Resolute* is a floating hotel de luxe, and the trip so far has been a tremendous success.

Whilst they are here they will be taken round the island, up the Peak, and all the usual motor rides on the mainland, and a special trip has been arranged to Canton. Mr. Wm. Farmer is conducting the tour locally.

This race was noteworthy for the slow time recorded and the way in which the ponies kept together. They got away in a bunch, with Roman Ash slightly in front, followed by Fairy Foot. At the front, followed by Fairy Foot, at the back stretch the ponies kept in a bunch and past the rock, daylight could not be seen between them. In the home straight Roman Ash fell badly away and came in next to last. Fairy Foot also dropped back. At this stage Royal Oak came up on the outside with Gallowgate also in the picture. Yellow River came in first a length and a half in front of Royal Oak, Gallowgate finishing third, a length behind.

Pari-mutuel. Cash Sweep.
Winner: \$11.80 Ticket No. 1, 5.40 237, \$2,853.20
2, 5.80 507, 815.20
3, 5.50 384, 107.60
Unplaced ponies (\$25 each): Nos. 32, 616, 910, 169.

TO-DAY'S RACES.

The races for the Ladies' Purse and the Championship are the two notable events of to-day. Following is the full list of to-day's races:

1.—The Grand Stand Stakes, 1 mile, Noon.
2.—The Great Southern Stakes, 1 1/2 miles, 12.30 p.m.
3.—The Hongkong Stakes, 1 1/2 miles, 1.00
4.—The Ladies' Purse, Once round, 1.30
5.—The American Cup, Once round, 3.00
6.—The Phathon Stakes, 1 1/2 miles, 3.30
7.—The "Rialto" Stakes, 1 mile, 4.00
8.—The Champion Stakes, 1 1/2 miles, 4.30
9.—The Consolation Stakes, 1 mile, 5.00
10.—The "Nil Desperandum" Stakes, 5 furlongs, 5.30
11.—The Tienan Plate, 3 furlongs, 6.00

CHAMPIONSHIP PROSPECTS.

Up to last night twenty ponies had qualified to run in the race for the Championship which takes place this afternoon. No fewer than seven of them are from the Dahlia Stable. Of these Empire Dahlia is favourite. There is also Ideal Dahlia (winner of the Derby) and Orient Dahlia, which beat Ideal by a neck on Wednesday in a race over the championship distance (1 1/2 miles). Mr. Hector Sassoon's Roman Republic which yesterday defeated Honest Dahlia by three lengths, for the Exchange Plate, is looked upon as the probable winner of the race. Besides meeting the representatives of the Dahlia stable he will be meeting Invincible King and Allied King. It should prove a very fine race. Last year the race was won by Allied King with Empire Dahlia second and Honest Dahlia third.

A TIENTSIN DIVORCE ACTION.

WHAT A WIFE SAW FROM THE ROOF GARDEN.

CRUMPLED LETTER CLUE.

The undefended petition for the dissolution of her marriage of Mrs. Dorothy Emily Crawford, now living at Lake Como, Italy, owing to the cruelty and misconduct of her husband, Oswald S. Crawford, was heard by Mr. Justice Horridge in the Divorce Court on January 10th.

The marriage, petitioner stated, took place at Cambridge in 1912, and she had two children. Her married life was unhappy, and there were disagreements over money affairs. Her husband had a very violent temper, and had struck her.

In 1917 they lived at Ashburton Road, Addiscombe, and there he made demands for money and threatened her and tried to strangle her. She worked at the Ministry of Labour in London, and on one occasion he rang her up at the Ministry and demanded money. She refused, and he came and caused a scene outside, and called her abusive names in the presence of a crowd. On another occasion, when she met him unexpectedly at Charing Cross Station, he made a further demand for money, and on her refusing he followed her as far as Shaftesbury Avenue.

In November, 1918, when they were walking in Leicester Square, her husband was accosted by a woman, and when witness asked who the woman was he flung her down, and her arm and ankle were injured.

Subsequently he got a position in China, and she joined him there. In November, 1920, she surprised him writing a letter, and on seeing her he crumpled the letter up and threw it away. She later recovered it, and found it began "Dearest Betty," and made an appointment for the afternoon.

"BETTY" OF TIENTSIN.

"Betty" said the witness, was a Mrs. Elizabeth Fiske Leitch, a woman who started on the fittings of society in Tientsin, and was gradually ostracised. She was known as the "lady with the bedroom eyes."

There was a roof garden to their house in Tientsin, continued petitioner, and while sitting up there with the children's nurse in May and June, 1921, she frequently saw her husband go to Mrs. Leitch's house, where he used to stay two or three hours. One evening in May, witness was on her verandah and saw Mrs. Leitch's motor-car go down to the town. She went out, and later saw Mrs. Leitch and her husband in it, Mrs. Leitch being in his arms. He came home three or four hours later and said he had been with a party of friends.

In November, 1921, witness went to England, and the following June she met her husband accidentally in London. He confessed to his relations with Mrs. Leitch, and asked witness to forgive him, which she said she would not do.

Evidence in support of the charges of cruelty was also given by Miss Mary Harlow, the nurse, and a decree nisi was granted, with custody of the children.

AN EXCITING RESCUE IN STORMY SEAS.

"PRESIDENT LINCOLN'S" SMART WORK.

Passengers arriving on the str. *President Lincoln*, which was more than six days overdue, told of rescuing the str. *West Hebron* on February 15th, more than 300 miles outside Yokohama harbour. The *West Hebron*, which is a freighter of 10,000 gross tons, owned by the Tampa Steamship Co., lost her propeller on the night of February 14th and sent out a wireless call for assistance. This was picked up by the *President Lincoln*, which immediately steamed to her assistance. The *West Hebron* was located the following afternoon, and although there was a fair sea running a line was shot across from the *President Lincoln's* bow gun. Shortly before midnight the *President Lincoln* took the freighter in tow and headed for Yokohama.

By midnight both the wind and sea had increased considerably and speed was reduced to a bare seven knots an hour. Despite this precaution, the steel tow line snapped and the vessels drifted about until dawn. As soon as there was sufficient light repeated attempts were made to get another line across, which were unsuccessful until nearly noon. A line, however, was finally made fast, and despite the continually rising seas the *President Lincoln* started again with the smaller vessel in tow. For the next two days all went well until about in sight of the port guarding the entrance to Yokohama harbour, when the wind again arose, developing nearly hurricane force. Instead of entering Yokohama harbour the *President Lincoln* headed about and the *West Hebron* was put to sea to await calmer weather. After waiting a day and a half, the wind moderated considerably, and this time the *President Lincoln* made port, bringing the *West Hebron* in, without mishap, to Yokohama harbour on February 20th.

TO H.M. THE KING

H.R.H. THE PRINCE OF WALES

BY APPOINTMENT



FORGOTTEN, UNNOTICED, NEITHER MAKING YOU CONSPICUOUS NOR OBTRUDING ITSELF UPON YOUR ATTENTION. LOST IN THE GENERAL HARMONY OF A WELL-TAILORED, WELL-GROOMED APPEARANCE. THAT IS THE TEST OF A HAT AND THE ACHIEVEMENT OF EVERY



LINCOLN BENNETT.
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NEW
COLUMBIA
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RECORDS
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OPPOSITE WISEMAN'S. TEL. 1322.

Powell
FOR THE RACES
ELEGANT WRAPS,
GOWNS and MILLINERY.
SPECIAL DISCOUNT
25%
OFF FUR SETS, CAPES,
STOLES, etc.
FOR THIS WEEK.

NEW ADVERTISEMENTS

HONGKONG JOCKEY CLUB.

PHEATON STAKES.

WEIGHTS.

Ideal Dahlia	165
Spotted Sand	161
Orient Dahlia	157
Speckled Mouse	156
Penguin	155
Peerless Dahlia	155
King Henry	153
Rialto Star	153
King Johnnie	153
Boat	153
Harvest King	154
Valiant Dahlia	154
Roman Pride	154
Satisfaction Dahlia	152
Aviandre	151
Veteran King	151
Royal Conqueror (late Pawnshop)	150
Petrol King	150
Mosaic Tile	148
Royal Beauty	148
West River	148
Harkaway	145
Dandy Kid	145
King Charlie	145
King Tommie	145
Royal Earl	145
Navajo Scout	142
Lighting	142
Manifest	142
Maple Leaf	138
Saccharin	137
Dapper Don	135
Kneekuh Leg	135



AT Happy Valley, on 28th February, SUM OF MONEY, which has been handed over to the Deputy Superintendent of Police.

P. P. J. WODEHOUSE.
(Deputy Superintendent of Police).
470

DANCING.

PALACE HOTEL.

KOWLOON.

The Popular

JAZZ QUARTET

H.M.S. Titania

Will play at the above Hotel on SATURDAY, 3rd, Dancing 9 p.m. 468

A. S. WATSON & CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY-EIGHTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the HONGKONG HOTEL, Hongkong, on MONDAY, the 12th MARCH, 1923, at 11.00 a.m. for the purpose of receiving the Report of the General Manager, together with a Statement of Accounts for the year ended 31st October, 1922.

The Register of Shares of the Company will be CLOSED from Tuesday, the 6th day of March, to Tuesday, the 13th day of March, 1923, both days inclusive, during which period no Transfer of Shares can be registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 28th February, 1923. 465

NOTICE.

THE PEAK HOTEL STORE will be OPENED on MONDAY, 5th MARCH, when Provision, as indicated by the undated Companies, may be obtained.

Messrs. THE DAIRY FARM, ICE & Cold Storage Co., Ltd.
Messrs. LANE, CANTON, LTD.
Messrs. CATE WISEMAN

BUSINESS HOURS.

WEEK DAYS.
8 A.M. to 12.30 P.M.
2 P.M. to 4.00 P.M.

SUNDAYS.
8 A.M. to 10.00 A.M.

Ice obtained at this Branch will be charged at the rate of 1 1/2 cents per lb.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD. 459

CHINESE GOVERNMENT RAILWAYS CANTON-KOWLOON LINE.

WITH the approval of the Ministry of Communications, TENDERS are invited by the HEAD OFFICE of the CANTON-KOWLOON RAILWAY CHINESE SECTION, for the supply of TWO LOCOMOTIVE BOILERS. The Boilers are required to be identical and interchangeable with those of the Main Line Engines of the Railway and to fit the present frames; quotations to be C.I.F. Hongkong and delivery on to Railway Wagons at Holt's Wharf.

Specification, drawings and full particulars may be obtained upon application to the Head Office of the Railway at Canton. Applications must be accompanied by a cheque for \$1,035.00, of which \$36.00 is for cost of drawings and specification, and \$1,000.00 for deposit which will be returned upon receipt of a bona fide tender.

TENDERS, enclosed in sealed envelope marked "TENDER FOR LOCOMOTIVE BOILERS" and addressed to "The Managing Director, Canton-Kowloon Railway, Chinese Section, Canton," will be received to the 4th day of May 1923.

The firm whose tender is accepted will be required to sign a formal Contract and to furnish a deposit or guarantee to the amount of 10 per cent. of the value of the contract for the due performance thereof. The Railway does not bind itself to accept the lowest or any tender.

The Head Office,
CANTON-KOWLOON RAILWAY.
Canton, 6th February, 1923. 461

RACE MEETING NOTICES

HONGKONG JOCKEY CLUB.

RACE MEETING 1923.

MARCH 2ND AND 3RD.

TICKETS OF ADMISSION to the PUBLIC ENCLOSURE may be obtained from Messrs. KELLY & WALSH or at the Gate.

PRICE—\$3.00 Per day.

SOLDIERS AND SAILORS in Uniform \$1.00 PER DAY.

No one is admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

H. BIRKETT,
Clerk of the Course.
Hongkong, 20th February, 1923. 456

HONGKONG JOCKEY CLUB.

MEMBERS' BADGES OF ADMISSION TO THE MEMBERS' ENCLOSURE are now ready and may be obtained from Messrs. LESTER & DAVIS, Alexandra Buildings. ALL BADGES MUST BE PRODUCED TO GAIN ADMISSION.

H. BIRKETT,
Clerk of the Course.
Hongkong, 20th February, 1923. 457

HONGKONG JOCKEY CLUB.

UNDER the New Arrangements the Entrance to the Public Enclosure will be from the Gate at the Wongneichong end of the Course. There will be a Ladies Room, Refreshment Room, Bar and Stand No. 11 as well as separate Enclosures for those using the Public Enclosure. The Cash Sweep will be at the End of the Public Enclosure next to the Weighing Room.

The Entrance for Members and those holding Tickets for the Members' Enclosure will be at the Middle Gate.

Cafe Wiseman are supplying Tiffins and Teas every day at the Jockey Club Stand, for Members and at No. 11 Stand for Non-members. Tables or Seats may be booked.

H. BIRKETT,
Clerk of the Course.
Hongkong, 26th February, 1923. 457

HONGKONG JOCKEY CLUB.

PASSES FOR SERVANTS will be issued on application to Messrs. LESTER & DAVIS, ALEXANDRA BUILDINGS. No Servants will be allowed inside the ENCLOSURE of the Race Course during the Race Days WITHOUT TICKETS.

These Tickets are only available for Servants while in attendance on their employers or when on duty at the various Stands.

Any Chinese found loitering about with Servant's Passes in their possession will forfeit them and holders thereof will be removed from the Enclosure.

H. BIRKETT,
Clerk of the Course.
Hongkong, 22nd February, 1923. 452

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the Presence of the LADIES At the Races.

Hongkong, 22nd February, 1923. 453

HONGKONG STOCK EXCHANGE.

NOTICE IS HEREBY GIVEN that the STOCK EXCHANGE will be CLOSED on FRIDAY, 2nd March and SATURDAY, 3rd March.

By Order of the Committee,
P. TESTER,
Secretary.
Hongkong, 26th February, 1923. 442

TO TAILORS WHO KNOW.

An Experienced Cutter with unique knowledge of Ladies' and Gentlemen's Business, desires EMPLOYMENT in the Far East. His age 28, his education public school, his health is excellent. His hobbies are rowing, golf, cricket and hockey. Please write and ask your British representatives to interview me when, and anywhere you like, in England. Address:—

ENERGY,
c/o BOOKERS EXPORT
The Parade,
Leamington, Spa, England. 464

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SEND 13/- and we will mail you regularly every week for 52 weeks a copy of any British Weekly Newspaper, such as Lloyd's People, Tit Bits, Pearson's, etc., etc. Hundreds of papers on our Big List mailed free. A different paper sent weekly, or the same publication for 52 weeks. 13/- pays for a year's subscription, including postage. Most unique and up-to-date service, greatly appreciated by members throughout the Empire.

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HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to read Home.

INTIMATIONS

HONGKONG & SHANGHAI BANKING CORPORATION.

THE FINAL DIVIDEND declared for the year ending 31st December, 1922, at the rate of Three Pounds Sterling together with a Bonus of Four Pounds Sterling is payable on and after 28th day of FEBRUARY, 1923, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of The Court of Directors,
A. G. STEPHEN,
Chief Manager.
Hongkong, February 24th, 1923. 445

HONGKONG BOXING ASSOCIATION.

FOURTH TOURNAMENT OF THE SEASON.

SATURDAY, MARCH 3rd, AT 8.15 P.M.

at the THEATRE ROYAL.

MAIN EVENTS

15 ROUND CONTEST FOR THE LIGHTWEIGHT CHAMPIONSHIP OF THE COLONY AND THE "GIGGLE" BELT:

A. B. CHADWICK, v. Stoke P. O. MORGAN

H.M.S. MARSHALL, v. H.M.S. FRANKLIN

and

15 ROUND CONTEST FOR THE MIDDLEWEIGHT CHAMPIONSHIP OF THE COLONY AND THE "DAILY PRESS" BELT:

A. B. DUNCAN, v. Pte. AINSWORTH

H.M.S. MAGNOLIA, v. R.M.L.I.

also

4 SIX-ROUND CONTESTS.

Booking at MOTEL:

Members—Monday, February 26th.

General Public—from Tuesday, 27th. 443

INTERNATIONAL TRADE DEVELOPER, LTD.

WILL Clients please send Copy for 1923/24 ANNUAL Back Page of Annual is still Open for Acceptance. Apply—8, Des Voeux Road. 435

POSTAL NOTIFICATION.

No. 599.

EXAMINATION FOR CLERKS.

NOTIFICATION IS HEREBY GIVEN

that an Examination for Appointment of Clerks at a commencing Monthly Salary of HK \$45—\$67.50 will be held on or about the 8th MARCH Next at the Postal District Head Office, Canton.

Only applicants possessing Certificates of Graduation from a School will be qualified to sit in the Examination. A good knowledge of English and Chinese is essential. Those desiring to compete in the Examination must send in an early date, their applications in English giving particulars of place of Birth, Age, Past Career, Present Address and School from which they have graduated and forwarding copy of the Certificate they hold. Testimonials from present employers should also accompany applications from those who have been in business since leaving school.

Candidates whose applications are considered satisfactory will be called to this office for an interview and only those considered as suitable will be called for the Examination and informed of the exact date thereof.

F. B. TOLLIDAY,
Postal Commissioner for Kwantung.
Canton, 21st February, 1923. 440

COMPANIES (WINDING UP).

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

IN THE MATTER OF THE COMPANIES ORDINANCE 1911-1921

and

IN THE MATTER OF THE CHINA SPECIE BANK, LIMITED.

NOTICE IS HEREBY GIVEN that a Petition for the winding up of the above named Company by the Court was on the 9th day of February, 1923, presented to the said Court by THE GENERAL EXCHANGE COMPANY, LIMITED, a Company registered in Hongkong under the provisions of the Companies Ordinance 1911-1921 and whose registered office is at No. 19, Ice House Street, Victoria, in the Colony of Hongkong aforesaid.

And that the said petition is directed to be heard before the Court sitting at the Courts of Justice, Victoria, on the 9th day of MARCH, 1923, at 10.30 A.M., and any creditor or contributory of the said Company desiring to support or oppose the making of an order on the said petition may appear at the time of hearing by himself or his Counsel for that purpose; and a copy of the petition will be furnished to any creditor or contributory of the said Company requiring the same by the undersigned on payment of the regulated charge for the same.

Dated the 9th day of February, 1923.

GEO. K. HALL BRUTON & CO.,
St. George's Building, Chater Road,
Hongkong,
Solicitors for the Petitioners.

NOTE.

Any person who intends to appear on the hearing of the said petition must serve on or send by registered post to the above named Geo. K. HALL BRUTON & CO., notice in writing of his intention so to do.

The notice must state the name and address of the person, or, if a firm, the name and address of the firm, and must be signed by the person or firm, or his or their solicitor (if any), and must be served or if posted must be sent by post in sufficient time to reach the above named not later than 8 o'clock in the afternoon of the 4th day of March, 1923. 437

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BIRTHS.

FULLER.—At Shanghai, on February 24th, to Mr. and Mrs. ALFRED G. FULLER, a daughter.

ROBINSON.—At "Deerpene," Snaresbrook, Essex, on February 23rd, to Mr. and Mrs. G. A. ROBINSON (late of Hongkong), a son.

MARRIAGES.

ADAMS—MAYLAND.—At the American Consulate-General, Yokohama, on February 17th, 1923, MARGARET AMELIA, oldest daughter of Mr. and Mrs. E. W. MAYLAND, of Yokohama, to HERBERT EDWARD ADAMS, of Tokyo.

COULING—WINGATE.—At Grange United Free Church, Edinburgh, on December 22nd, ARTHUR VIVIAN, only son of the late SAMUEL COULING, of Shanghai, and Mrs. COULING, to MARY, youngest daughter of Sir JAMES LAWTON WINGATE, P.R.S.A. and Lady WINGATE, 39, Mansion House Road, Edinburgh.

DEATH.

BURT.—At Tientsin, Harold Tetley, only son of Rev. and Mrs. E. W. BURT, aged 25.

HONGKONG OFFICE: 10A, DES VOEUX RD., CL. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 2ND, 1923.

JAPANESE POLITICS.

The annual session of the Japanese Diet is now in full swing, but so far has produced nothing but interminable strings of questions as to what the Ministers intend to do about this, and why they acted like that. The Diet is hardly a legislative body, even in the committees, constructive criticism of the Bills presented is very rare, the committee meetings being rather taken as an opportunity to continue the cross-examination of the Ministers which had been begun in the Diet itself. As an outlet for public feeling, a glorified debating society, or an opportunity to attack the Government, the Diet is excellent; but the measures placed before it by the Government are but cursorily examined, and when occasionally the opposition to the measures is found too obstinate, they are dropped without ceremony. The amendment of a Bill is a rarity.

The sending of a Japanese representative to the Vatican is a proposal of the Government which seems likely to become one that will have to be dropped. The Government appropriated a sum in the Budget for this purpose, but the Buddhists have been clamouring against the representation, and show that they have still sufficient power to sway the largest party to their side, so that the Government runs the danger of losing its majority in the House. Some of the old fear of the Papacy has been resurrected by the proposal, the fear that it will prove a step towards encroachment. Also the question of the preservation of the national spirit has been evoked. How can Japan recognise the head of a Church whose beliefs are inimical to that Emperor-worship upon which the national policy is founded? Unfortunately the Government, in its explanation of the necessity of sending a Japanese representative to the Vatican, referred to the attention paid abroad to religion and the position of the Pope as the head of a body of believers numbering so many millions. This was not an argument that would appeal to the still somewhat secluded Japanese. The true ground for the step, its political and diplomatic importance, was only casually referred to in the Government's statement, and although attempts have been made since to establish the proposal as merely a diplomatic step, the mischief has been done. It is therefore probable that the Government will have to give up the attempt to be represented at the Vatican for the present, although it is hardly likely to abandon the idea. As a centre of diplomatic intrigue it is important that Japan should be represented at the Vatican, and if the matter had been put in that light from the beginning, it is probable that no opposition would have been raised.

Another proposal, that the Government has introduced is a Jury Bill,—that is a Bill for providing trial by jury in certain cases. There has been talk for some years of introducing the jury system into Japan, the proposal being favoured by lawyers, but it cannot be said that it has aroused much popular enthusiasm. Indeed, all legal reforms, although they are very much wanted, are received very lukewarmly. Last year there was a Bill before the Diet introduced by the Government for the reform of the Code of Criminal Procedure, under which many of the abuses of the present system would have been done away with, including the secret examination of accused persons without legal advice which now obtains and which is conducive to proceedings on the part of the judicial authorities which almost amount to torture. Such an important measure of reform as this, one would have thought, would have aroused universal interest, which would have guaranteed its passage. Instead of this, the Bill hardly attracted any attention, and was at last dropped by the Government at the end of the session through failure of time to pass it. In the meantime, agitation was proceeding every day for the granting of universal suffrage, amounting to the neglect of a bird in the hand for a very elusive bird in the bush.

The suffrage agitation is again active this year, and has resulted in some conflicts between the demonstrators and the police, with numerous arrests of so called Socialists, but the Jury Bill, for lack of interest, stands a chance of never getting passed. Opponents of the Jury Bill object that juries are an anachronism; that enlightened judges under the present system require no check on them as provided by a jury; and that in any case the juries are bound to return verdicts as the judge instructs them, being under the eye of authority. No doubt there would be much obedience to the court on the part of Japanese juries, but at any rate, it would be a lesson in legal procedure and in certain cases, one is inclined to believe, a guarantee of justice.

As for universal suffrage,—which is not universal, by-the-by, since there is no proposal to grant the vote to Japanese women,—the chances of the Government accepting it are very remote. Certainly there is no prospect of the present Government bringing in any such measure, and a measure introduced privately stands no chance of acceptance, since the majority party is representative of the landlords, who have no intention of allowing anybody else to get the vote if they can help it. They are already holding their position in the country with difficulty owing to the insurgence of their tenants, who are seeking to get their rents reduced, or

rather, since the rents are mostly paid in rice, to get a reduction in their tribute. The landlords hold the ear of the Government and have persuaded it, under the pretence that they are the real farmers, that the price of rice is not remunerative, whereupon the Government promptly clapped the duty on foreign rice again, and brought into action the grain law, which gives the Government the power to purchase rice in the open market at any time it thinks fit. Thus the price of rice is maintained for the benefit of the landlords, though ostensibly for the benefit of the farmers, under which guise the landlords parade. The real farmers, in the meantime, the tenants of the landlords, are benefited very little by the rise in price, since four-fifths of their crop goes to the landlords, practically forming a sliding scale of rent according to the size of the crop. With a fixed rent paid in cash, the tenants would no doubt benefit by the rise in price of rice, but under the present system it is the landlords, and it is therefore hardly surprising to find the tenants are in favour of an extension of the suffrage that would enable them to vote against the landlords, while the landlords have no intention of giving way. Universal suffrage is thus for the present merely a cry in Japan, and it will require a good deal more pressure on any Japanese Government to get it to grant any widening of the suffrage, which, it may be remarked, is at present a very meagre one.

Meanwhile the strings of questions go on in the Diet and fill the papers. The whole object of the Opposition is to drive the Government out of office, and the causes which lead to Cabinet resignations being very elusive in Japan, he would be a bold man who would prophesy that they will not succeed. For the present, however, there is no cloud of resignation on the horizon.

A Chinese fell off the Shamshui ferry launch yesterday and was drowned.

One Chinese case of plague and one Chinese case of diphtheria was reported in the Colony on Wednesday.

There will be no Cinematograph display for Children at the Helena May Institute today, Friday, March 2nd, as previously arranged.—Adv.

The total output of the Kailan Mining Administration's mines for the week ending February 17th, amounted to 416 tons and the sales to 72,007 tons.

Sir William Brunyate, Vice-Chancellor of Hongkong University, who has been attending the sessions of the Conference of the Associated British Chambers of Commerce, has returned to Hongkong.

A Chinese woman attempted to commit suicide by jumping off the Praya into the Harbour yesterday. She was pulled out, and when asked by the police to give her reason for the act she said she was a concubine, and had been ill treated by her husband's kit fat wife.

The death is reported from Mukden of Mr. Albert William Pontius, American Consul-General at Mukden, Manchuria. Mr. Pontius, who is survived by his wife, had been in ill-health for the last three months, and was compelled lately to travel with a view to recuperating. Born at St. Paul, Minn., on August 29th, 1879, the late Mr. Pontius was appointed to China as student interpreter on February 12th, 1903. He served in the Consular service at Tientsin, Newchwang, Hankow, Swatow, Dalny, Nanking, Foochow and Mukden, spending one year with the Division of Far Eastern Affairs, Washington, D.C., as assistant to the chief.

The house of Major Kirkpatrick, at Tientsin, was destroyed by fire last week. About 5 a.m. Major and Mrs. Kirkpatrick were awakened to find clouds of smoke filling their room, and while Major Kirkpatrick went downstairs to see whether something could not be done to put out the fire, his wife took steps to see to the safety of her two sons and their companion, Gerald Luckier, a son of Mr. H. A. Luckier, who is at present in Singapore. Two of the three were already awakened, but it was some little time before the third was found, and then he had practically to be carried to temporary safety on the porch roof. Meanwhile the stairs had collapsed, and Mrs. Kirkpatrick and the children had to be rescued from the porch, no easy operation as the only ladder available only reached to within six feet of where they were. Major Kirkpatrick, however, succeeded in lifting them down. Mrs. Kirkpatrick had been able to save her small dog, while a Great Dane was rescued by the fire brigade.

CABLES.

LATEST CABLES.
[THROUGH BRUNNEN'S AGENCY.]

THE RUHR.

AMERICA PRESENTS HER BILL OF COSTS.

PARIS, February 28th.

In connection with to-day's conference relative to the costs of the American Army on the Rhine, *Le Journal* states that the United States presented a bill for \$259,000,000.

EARLIER CABLES.

TWO ANGLO-FRENCH QUESTIONS STILL UNSETTLED.

LONDON, February 28th.

Two questions disturbing Anglo-French relations are still unsettled, namely the use of the Cologne railway lines and the French confiscation of 12½ milliards of marks en route to Cologne from Berlin. According to Paris correspondents, negotiations on the former question are approaching a rupture owing to the irreconcilability of the French demand for permission, virtually to take over the whole main railway system during the busiest part of the day, and the British stipulation that the railways shall only be used in great emergencies. The local military authorities will probably refer the difficulty to London and Paris for fresh instructions. The question of the confiscation of marks is even more serious, for sixty-seven millions of this sum was destined for the British army, and the balance was largely for use in the British zone. Hitherto there is no indication of the French releasing the money.

FRANCO-BELGIAN COMMISSION ATTACKED.

PARIS, February 28th.

A message from Dusseldorf says a German attached to the Franco-Belgian commission of control in Essen was attacked in the street. A French patrol was rushed up and arrested the aggressors, including Prince Wilhelm Friedrich Von Lippe, the well-known agitator in Upper Silesia. Papers in his possession showed that he belonged to a secret Nationalist association. The Prince's residence was searched.

DUSSELDORF, February 28th.

French troops forcibly entered the police barracks at Bochum and disarmed the security police.

AMERICAN POLITICS.

SENATE KILLS SHIP SUBSIDY BILL.

WASHINGTON, February 28th.

The Senate has killed the Ship Subsidy Bill.

After rejecting a proposal by 48 votes to 36 to kill the Ship Subsidy Bill by recommitting it to the Committee, the Senate accomplished the same result, voting 63 to 7 to table the Bill and take up other legislation.

INTERNATIONAL COURT OF JUSTICE.

WASHINGTON, February 28th.

In pursuance of the Foreign Relations Committee's decision, the chairman, Mr. Lodge, conferred with President Harding to ask for further information as to the position as regards the International Court of Justice. Subsequently Mr. Lodge said it was hardly likely the President would respond to the Committee's request before the adjournment of Congress.

DEBT FUNDING BILL SIGNED.

WASHINGTON, February 28th.

President Harding has signed the British Debt Funding Bill.

POSTMASTER GENERAL APPOINTED.

WASHINGTON, February 28th.

Senator Harry New has been appointed Postmaster-General.

LIQUIDATION OF A WAR TIME INVESTMENT.

WASHINGTON, February 28th.

The passage of the Ship Subsidy Bill, just a year after it was born leaves the Administration where it was a year ago, in dealing with the three billion dollar investment of war time built ships. The task of liquidating this investment, through the sale of ships, etc., on hand, has been the subject of lengthy study. Plans will therefore be announced shortly after Congress adjourns.

LATEST CABLES.

THE STEEL INDUSTRY.

Palmer's Jarrow Works Resume Operations.

LONDON, February 28th.

After having been closed down for two years Palmer's Iron and Steel Works, Jarrow, have resumed operations. Scottish steel makers have advanced the prices of boiler plates and ship plates, etc., an average of fifteen shillings per ton.

DARLINGTON BYE-ELECTION.

SEAT RETAINED BY CONSERVATIVES.

LONDON, February 28th.

The bye-election at Darlington, necessitated by the elevation of the Rt. Hon. Mr. H. Pike Pease to the Peerage, resulted in Alderman Pease (Conservative) polling 14,681 votes. Mr. Sherwood (Labour) polled 11,571. The position of parties will not be affected.

HOME FOOTBALL.

CUP REPLAYS.

LONDON, February 27th.

Bolton..... 1 Huddersfield..... 0
Southampton..... 1 Bury..... 0

FIRST LEAGUE.

Newcastle..... 3 Cardiff..... 1
Everton..... 5 Middlesbrough..... 3

SCOTTISH CUP.

Dundee..... 0 Third Lanark..... 0

SCOTTISH LEAGUE.

Partick Thistle..... 3 Motherwell..... 0
Hamilton..... 2 Hibernian..... 7
Aberdeen..... 1 Falkirk..... 1

OBITUARY.

LORD WEARDALE.

LONDON, February 28th.

The death is announced of Lord Wear-

dale, 1st Baron (Cr. 1905) of Stanhope, Co. Durham, was Trustee of National Portrait Gallery; President of Inter-Parliamentary Union, 1906; formerly Lieut. R.N.; Labour M.P. Wednesbury, 1888-92; Burnley, 1893-1900; Harboro' Division of Leicestershire, 1904-5. Deceased was in his 76th year.]

M. ARALOFF.

PARIS, February 28th.

It is reported from Angola that M. Araloff, the Soviet representative, has died suddenly.

EARLIER CABLES.

AUSTRIAN FINANCES.

LEAGUE SCHEME PROVES SUCCESSFUL.

LONDON, February 28th.

The highly gratifying improvement in the condition of the Austrian finances, and the country's internal conditions, were described by Sir Henry Strakosch, of the League of Nations, in the course of a Reuters interview. He announced the success of the first public issue in Britain by Austria under the League of Nations scheme, amounting to eighteen hundred thousand sterling yearly Treasury Bills, forming part of a total issue of three and a half million sterling, of which the balance would be subscribed by continental nations.

He added that an unexpectedly quick improvement had set in since November, when the Austrian Government had agreed to the League of Nations' plan, involving drastic internal and financial reforms. Austrian money had now been completely stabilized. The League plan provides for a budget equilibrium within two years, and it is now estimated that the deficit has already been halved. The Government's requirements to January 31st, have been satisfied from home resources. Confidence is returning, and bank deposits are increasing rapidly.

VIENNA, February 28th.

Owing to the situation in the Ruhr, Austrian iron and steel works are flooded with foreign orders and export prices are advancing daily.

CRIMES BY WIVES.

OBSOLETE DOCTRINE TO BE ABOLISHED.

LONDON, February 28th.

The House of Lords passed the second reading of a Bill introduced by the Lord Chancellor, designed to abolish the ancient legal presumption that a wife is acting under her husband's coercion when she commits a crime in his presence. The subject is topical owing to the frequency with which women have been acquitted in recent trials in which the husband and wife were charged with a joint offence, provoking criticism from Judges as regards the obsolescence of the doctrine. Viscount Cave to-day contended that it was certainly untrue to-day, if it ever had been, that every wife went in terror of her husband and would commit any crime under his influence.

Lord Buckmaster dissented, holding that human nature had not changed because women had been granted the vote, and there was no reason to alter a legal presumption which had existed for eleven hundred years.

TO SERVE MOSCOW.

BOARD OF TRADE EMPLOYEE'S NOTABLE STEP.

LONDON, February 28th.

A noteworthy step has been taken by Mr. E. F. Wise, Acting Assistant Secretary of the Board of Trade, who has resigned from the Civil Service and joined the Central Union of the Russian Co-operative Societies as Economic Adviser and Director of the London office of the Russian co-operative organisations.

COTTON SPINNING.

MASTERS RECOMMEND CURTAILED PRODUCTION.

LONDON, February 28th.

Owing to the deplorable state of trade in the American section the Master Cottonspinners' Federation has recommended its members to curtail production in March by fifty per cent.

KELANTAN'S STATUS.

INDEPENDENT SOVEREIGN STATE.

LONDON, February 28th.

In the House of Commons at question time Mr. MacNeill said the Government did not regard the Anglo-Siam treaty of 1909 or the agreement with the Rajah of Kelantan of 1910 as derogating from the sovereignty of the Kelantan Government. It recognised Kelantan as an independent sovereign state.

POISONED CHOCOLATES.

ACCUSED "UNFIT TO PLEAD."

LONDON, February 28th.

The Judge at the Old Bailey has found Walter Tatum, accused of attempting to poison Sir William Horwood, on November 8th, unfit to plead, and has ordered that he be detained at His Majesty's pleasure.

THE INDIAN ARMY.

SUBSTANTIAL REDUCTIONS CONTEMPLATED.

DELHI, February 28th.

It is reliably reported that substantial reductions are contemplated in the present strength of the British and Indian troops in India.

ST. GEORGE'S SOCIETY, SHANGHAI.

ANNUAL MEETING.

A very satisfactory state of affairs both as to membership and funds was reported to members of the Shanghai branch of the Royal Society of St. George at their annual meeting, held on February 23rd, in the General Chamber of Commerce rooms. Sir Edward Pearce, the retiring President, was in the chair.

In moving the adoption of the report and accounts, the Chairman pointed out that the Committee had disbursed \$5,581.50 in charitable work, as against \$5,717.87 during 1921. It was pleasing to see that charitable disbursements had been refunded to the extent of \$650.

The customary St. George's ball and two charity dances had been given by members during the year under review. The net summary of these three dances amounted to \$5,218.82.

The membership of the branch now numbered 134 Honorary Life members, 31 Life members and 645 Ordinary members. There were, therefore, 810 members as against 672 members in 1921. An enrolment of 145 new members during the year constituted another record, being one more than last year.

Practically the whole of the Society's assets had been brought into one account—that was Charity Reserve account. This fund was invested partly in debentures, i.e., \$15,600.12 (The market value of which on December 12th, 1922, stood at approximately \$16,300) and the balance was included in the Hongkong and Shanghai Bank current account of \$5,940.68. The total assets, therefore, amounted to \$21,440.80.

Mr. Trenchard Davis, seconded the adoption of the report and accounts.

Sir Skinner Turner was elected President, and, in thanking members, said, he was born in Kent, the land of hops, and had lived in Hampshire, the land of hogs, and he trusted these qualifications would sufficiently recommend him to members. (Laughter.)

Mr. Trenchard Davis was re-elected vice-president, and Major Hilton Johnson, and Messrs. C. W. Bewick, P. H. Nye, R. F. C. Master, and G. M. Billings were appointed to fill vacancies in the committee caused by the retirement of five members according to the rules.

In closing the meeting, the Chairman announced that the Committee proposed to celebrate St. George's Day (Monday, April 23rd) with a ball at the New Carlton.

It is satisfactory to note says the *N. O. Daily News*, that in different parts of the country officials are working against the practice of foot-binding through the issue of proclamations. In one of these just issued the Civil Governor of Kiangsu points out that while foot-binding is practically non-existent in the larger cities, it is continuing as before in more remote places. He issues an order that it must be stopped immediately, pointing out that if this order is disobeyed steps will be taken to punish the offenders.

BRITISH OFFICIAL WIRELESS PRESS.

[BY COURTESY OF THE "DAILY BULLETIN."]

TERRIFIC GALE IN ATLANTIC.

THRILLING STORIES OF ADVENTURES.

LEAFIELD, March 1st.

A terrific hurricane in the Atlantic with a wind velocity of 120 miles an hour is reported by the American liner *President Arthur*, which has arrived at Plymouth.

The Cunard liner *Betancuria*, which arrived off the Isle of Wight yesterday morning, was unable to reach Southampton harbour until this morning.

Passengers and their luggage were landed by powerful ocean-going tugs, which fought their way in the teeth of the gale.

Mystery surrounds the fate of the crew of a steamer who reported by wireless yesterday that they were abandoning ship in their own boats 50 miles off the Cornish coast.

Two lifeboats from Padsow returned to-day after a fruitless day and night search for the crew in very rough weather.

The Lowestoft steam trawler *Richmond*, landed this morning six of the crew, of a British cargo steamer picked up near the Borkum lightship in the early morning. The men told a thrilling story of their adventures.

A collision occurred in a thick fog. While 12 of the crew got on the port lifeboat, three men launched the starboard lifeboat. They rowed about for 24 hours, when they had to give up owing to exhaustion.

When rescued they were lying semi-conscious in the boat, which was half-filled with water, and were suffering greatly from their experiences.

The other 12 men were picked up by a French steamer.

STORMY WEATHER AT HOME.

LEAFIELD, March 1st.

The British Isles have experienced during the last two days violent gales and heavy rains. The latter have caused numerous floods in all parts of the country.

BRITISH INTERESTS IN THE RUHR.

FRENCH EAGERNESS TO SECURE PROTECTION.

LEAFIELD, March 1st.

Mr. Ronald MacNeill, Under Secretary of State for Foreign Affairs, replying to a question, said that all cases of alleged detention of British-owned goods despatched from Rhineland for England were investigated by the French authorities in Rhineland, with a view to taking such action as might be necessary to safeguard British interests.

Mr. MacNeill added that the French authorities had shown a desire to do everything possible to avoid trouble.

SITUATION IN THE RUHR.

NO PROPOSAL FROM GERMANY TO BRITAIN.

LEAFIELD, March 1st.

The Premier stated in the House of Commons that the German Government had made no proposal to the British Government with the object of putting an end to the present situation in the Ruhr.

BRITISH REVENUE.

LEAFIELD, March 1st.

The British revenue collected in the present financial year already exceeds expenditure by £26,000,000.

BRITAIN'S BUDGET.

LEAFIELD, March 1st.

Whatever surplus there may prove to be at the end of the financial year, namely, March 31st, it will go to the redemption of debt, says the *Daily Telegraph*.

The Budget, it is anticipated will show a surplus of only £700,000. This satisfactory state of things is due partly to the fact that taxation generally has produced more than was estimated in the Budget, but also to expenditure being considerably below the estimates. The Budget anticipated a reduction of £169,000,000 in expenditure, but there is a reduction at present of £223,000,000.

THE BOTULISM DANGER.

A report by the Scottish Board of Health on the Loch Maroo poisoning case in August, when eight people died of botulism, describes experiments of injecting mice, rabbits, and wild-ducks with paste. All died, except two, to each of which anti-toxin was administered. The report anticipates an increase of cases of botulism, because the symptoms were previously mistaken for sleeping sickness, meningitis, alcoholism, and cerebrospinal myelitis. The report exhorts food preservers to exercise the utmost care in the final sterilising process, and expresses the opinion that glass containers should be abolished and preference given to food in tins.

FAR EASTERN CABLE NEWS.

[THROUGH BRUNNEN'S AGENCY.]

BANQUE INDUSTRIELLE.

PETITION FROM UNITED CHAMBERS OF COMMERCE.

PEKING, February 28th.

The headquarters of the United Chambers of Commerce has forwarded a petition asking the Government for more details of the agreement concerning the re-opening of the Banque Industrielle de Chine, stating that the Government ought not to allow the bank to open until public opinion has expressed approval of the agreement.

SOUTH AFRICA AND ASIATIC IMMIGRATION.

PROHIBITION REGULATION CONFIRMED.

CAPS TOWN, February 28th.

The Appellate Division of the Supreme Court, by a majority of 3 to 2, has confirmed the regulation issued by the Minister of the Interior, dated 1913, classing all Asiatics as prohibited immigrants under the Immigration Restriction Act.

Sir William Solomon, in delivering the majority judgment adhered to the view that Asiatics, as a class, were not suited on economic grounds to the requirements of South Africa. He thought the Minister was not actuated by racial motives.

The minority held that the notice was *ultra vires*, as the basis of classification was too wide.

AFFAIRS OF LATE MR. H. M. BANDMAN.

WIDOW SUE BY WHITELEY'S.

LONDON, February 28th.

The affairs of Mr. H. M. Bandman, the well-known theatrical impresario of the East, were mentioned in the Marylebone County Court, when his widow was sued by Whiteley's for about £30 for goods sold. The question was whether she left sufficient money after Mr. Bandman's death, having regard to his position. A witness representing his executors said that he left £34,000, and his income during life was about £3,000 a year. He bequeathed a fourth of his estate to his lady secretary, and the remainder to his three children and their nurse, but nothing to his wife from whom he was living apart.

Defendant said her husband allowed her £1,000 yearly before they separated, and she spent £300 yearly in dress when her husband was alive.

Judgment was reserved.

CHINESE POLITICS.

PARLIAMENT AGAIN LACKS A QUORUM.

PEKING, February 28th.

Today's meeting of Parliament was awaited with considerable interest, but there was no quorum.

JAPAN ASKED TO DISCUSS THE 1915 TREATY.

It is reliably reported that the Chinese Government to-day sent a message to the Japanese Legation asking the Japanese Government to discuss the 1915 Treaty.

DANGEROUS DRUGS TRAFFIC.

SECOND READING OF BILL PASSES COMMONS.

LONDON, February 28th.

The House of Commons passed the second reading of the Dangerous Drugs and Poisons Bill, giving the authorities increased powers for dealing with illicit traffic in drugs and increasing the penalties to a maximum of ten years' penal servitude and a fine of £1,000.

CANADIAN TRAFFIC CONTROLLED BY CHINESE.

OTTAWA, February 28th.

Government statistics show that there are 9,500 drug addicts in Canada, of whom 7,300 are in the "wet" Provinces of Quebec and British Columbia. It is pointed out that Montreal and Vancouver seaports are the headquarters of the traffic, which is in the hands of the Chinese, of whom 33 have been deported.

THEIR MAJESTIES AND JAPAN'S AMBASSADOR.

LONDON, February 28th.

Their Majesties to-day had lunch with Baron Hayashi, the Japanese Ambassador.

RESEARCH AMONG FISH.

THEIR "ANCIENT SECRETS" NOW NO LONGER RESPECTED.

The ancient secrets of the fish are no longer respected. His movements are being spied upon by the British Ministry of Fisheries, and many fish caught in English waters now wear a button—not that they have joined a trade union—the button is merely an indication of the research work being carried on in fish life and distribution. From time to time these marked fish, particularly plaice, are being landed at Yarmouth, Lowestoft, Grimsby, and other centres, much to the wonder of the uninitiated. The object of the marking, says the writer, is three-fold:—

(1) To find out what sort of itineraries fish pursue, and determine whether there are seasonal migrations.

(2) To ascertain their rate of growth, and

(3) To discover from the percentage of marked fish trawled up what is the effect, generally, of fishing operations in reducing the sea population.

A research vessel specially fitted up with tanks, through which sea water is kept flowing, goes out from Lowestoft, and makes short hauls at selected spots. Her catch is shot into a tank, and the liveliest specimens are measured and marked, after which they are put into a second tank and kept for some hours to weed out any sickly ones.

Those which are hale and hearty are in due course liberated in certain areas, careful record being made of each.

Various methods of marking have been tried, the best has been found to be two ebentite disks united by a short silver wire. Flat fish are generally marked near the side fin, and round fish, like cod, on the back fin or in a flap of loose skin at the gills.

When these fish with labels are recaptured, information is at once available as to how far they have travelled and how much they have grown. It has been found that a plaice 13 inches long travelled in three months 175 miles. Another liberated at Mablethorpe, Lincolnshire, in eight months made a 210 miles trip to St. Andrew's Bay.

Small plaice taken off the Dutch and Danish coasts, where there are great breeding grounds, were conveyed from their nurseries and put down on the great Dogger Bank in the North Sea. It was found that they grew more than three times as fast as those left on inshore grounds, where the feeding is poor and the struggle for existence strenuous.

This has led to the formulation of a scheme for moving young plaice in bulk to this feeding ground, that they may more rapidly reach maturity and the market.

NELSON AND RODNEY.

NAMES GIVEN TO NEW BATTLESHIPS.

The Admiralty has announced that the names *Nelson* and *Rodney* are to be given respectively to the new battleships laid down last month at Messrs. Sir W. G. Armstrong, Whitworth & Co.'s yard, Walker-on-Tyne, and Messrs. Cammell, Laird & Co.'s works, Birkenhead.

Both names have appeared in the Navy List before, but not for a considerable time. The last *Nelson* was a first-class armoured cruiser, which about 20 years ago was utilized at Portsmouth as a training-ship for stokers. A *Lord Nelson*, a battleship, was launched at Jarrow in 1906, and was a flagship during the war. She was one of the two last pre-Dreadnoughts, and actually was launched after the *Dreadnought*, although laid down some months before. The *Lord Nelson* was withdrawn from the active list some time ago, but her sistership, the *Agamemnon*, was paid off in charge of a care and maintenance party at Chatham last November.

A previous *Rodney* was one of the "Admiral" class of the eighties, and was launched at Chatham in 1884. She was a first-class battleship.

In selecting famous admirals' names for the new battleships, the Admiralty are apparently following out an intention that existed when the *Hood* was built of having another class of ships bearing the names of admirals. It will be remembered that when the Government decided to build four capital ships in 1921 they were to be battleships, but since the number was reduced to two the description of battleship has been applied. Neither of the names *Nelson* nor *Rodney* was included in the "Admiral" class of the 1917-1919, or among the *Duncan* class of pre-Dreadnoughts.

Besides the *Hood*, there reappear in the present Navy List several ships bearing the names of distinguished admirals, including the battleship *Barham*, the *Collingwood* (the only survivor of the St. Vincent class), and the light cruiser *Hawkins*.

THE HEIR TO THE THRONE.

The *Manchester Guardian's* London correspondent says:—

"Special interest attaches to the Duke of York's engagement as the accession to the Throne is now obscure. It may not be generally known that the Prince of Wales, half laughingly and half in earnest, has constantly intimated to his personal friends that the 'Act of marriage' has not yet appeared to him, and that it is always possible that this may become his fixed intention."

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until your good health is impaired, but take steps to keep it up to the mark. Remember that ailments apparently trifling may very soon develop into serious illness. Do not hesitate to take

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on the first appearance of any distressing symptoms. They will do more to establish and maintain your general health than any other means you can employ. For a
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FREEMASONRY.

LADIES' FESTIVALS.

Last month, Egyptian Lodge, No. 27, held a very successful ladies' festival at the Hotel Cecil, when a company of 400 ladies and gentlemen attended. The Master of the lodge, Mr. L. Rubenstein, supported by Mrs. Rubenstein presided at the dinner. Mr. A. J. Patrick, F.M., L.R., presented a gold wristlet watch to Mrs. Rubenstein, on behalf of the members. Dancing was enjoyed until the early hours of the morning.

A company of over 250 attended the ladies' festival promoted by the Sanitarium Chapter, No. 3,458, at O'Mahony's Rooms, Great Queen-street, under the presidency of the First Principal, Mr. G. Albert Harris. The programme took the form of a dinner, concert, dance, and revels.

Over 300 attended the annual ladies' festival of the Rotherham Lodge, No. 1,687, held in the King's Hall of the Holborn Restaurant. The Master, Mr. G. W. Gascoigne, presided.

A similar number attended the annual ladies' festival of the Grecia Lodge, No. 3,719, at Abercorn Rooms of the Great Eastern Hotel, Bishopsgate, under the presidency of the Master, Mr. A. G. Hairnden.

Royal Standard Lodge, No. 1,298, held its annual ladies' festival at the Holborn Restaurant. The Master, Mr. S. Dickinson, presided.

A company of over 600 ladies, gentlemen, and members of the order attended the fifth ladies' festival promoted by the Federated Temperance Masonic Lodges. The festival took place at the Holborn Restaurant, and was in the form of a dinner, concert, and dance. The president of the council, Mr. T. G. Bergin, L.R., presided. Mr. F. H. Searle, P.A.G.P. Eng., in proposing the toast of "The Federation," said its main object was to promote Masonic charity, and during the nine years the Federation had been in existence a total of £10,000 had been collected for that purpose. This year an special appeal was made for the Royal Masonic Benevolent Institution, and the proceeds of the function that evening would be devoted towards that object. Each lady present received a souvenir of the occasion. It was in 1881 that Mr. Harry Tipper, P.G. St. Br. Eng., was the prime mover in establishing the first lodge in London on total abstinence principles, and today there are sixteen Masonic organisations which form the Federation of Temporary Masonic Lodges.

MYSTERY OF BIRTH.

DOES IT DEPEND ON AN UNKNOWN VITAMIN?

Drs. Evans and Bishop, of the University of California, believe that a series of experiments they have conducted has placed them on the threshold of discovering a magic vitamin that will bring children to the homes of childless couples.

Scientists have not yet succeeded in clearly explaining what "vitamins" are, but they agree that there are three vitamins, which are present in minute quantities in many kinds of food. They are mysterious substances which lend foods their life-giving value. Without them the foods are said to be valueless. The three known vitamins are labelled A, B, and C.

The two Californian experimentalists fed rats on a diet containing a limited amount of vitamin A, plenty of vitamin B, and no vitamin C. The rats, on this diet, grew and developed normally, but did not reproduce. The doctors then added lettuce leaves or dried alfalfa grass to the diet. The effect was a sudden restoration to fertility. The same effect was produced by excess of butter, but not by cod-liver oil or by orange-juice.

"It is difficult to express an opinion on this work," states the *British Medical Journal*, commenting on the experiment. "It has long been known that animals on a diet slightly deficient in vitamin A will grow, but will not reproduce."

"It is extremely difficult to be certain that the variations in reproduction observed were due to the action of a vitamin hitherto unknown, and not to variations in the quantity of vitamin A in the diet. That this may be the explanation is made more likely by the fact that the authors used butter and milk fat as the source of their vitamin A, and twofold variations of vitamin A content have been observed in different samples of milk and butter."

"If the existence of a specific substance stimulating reproduction is established the observation may be important for the treatment of sterility both in the human race and in stock."—*Daily Express*.

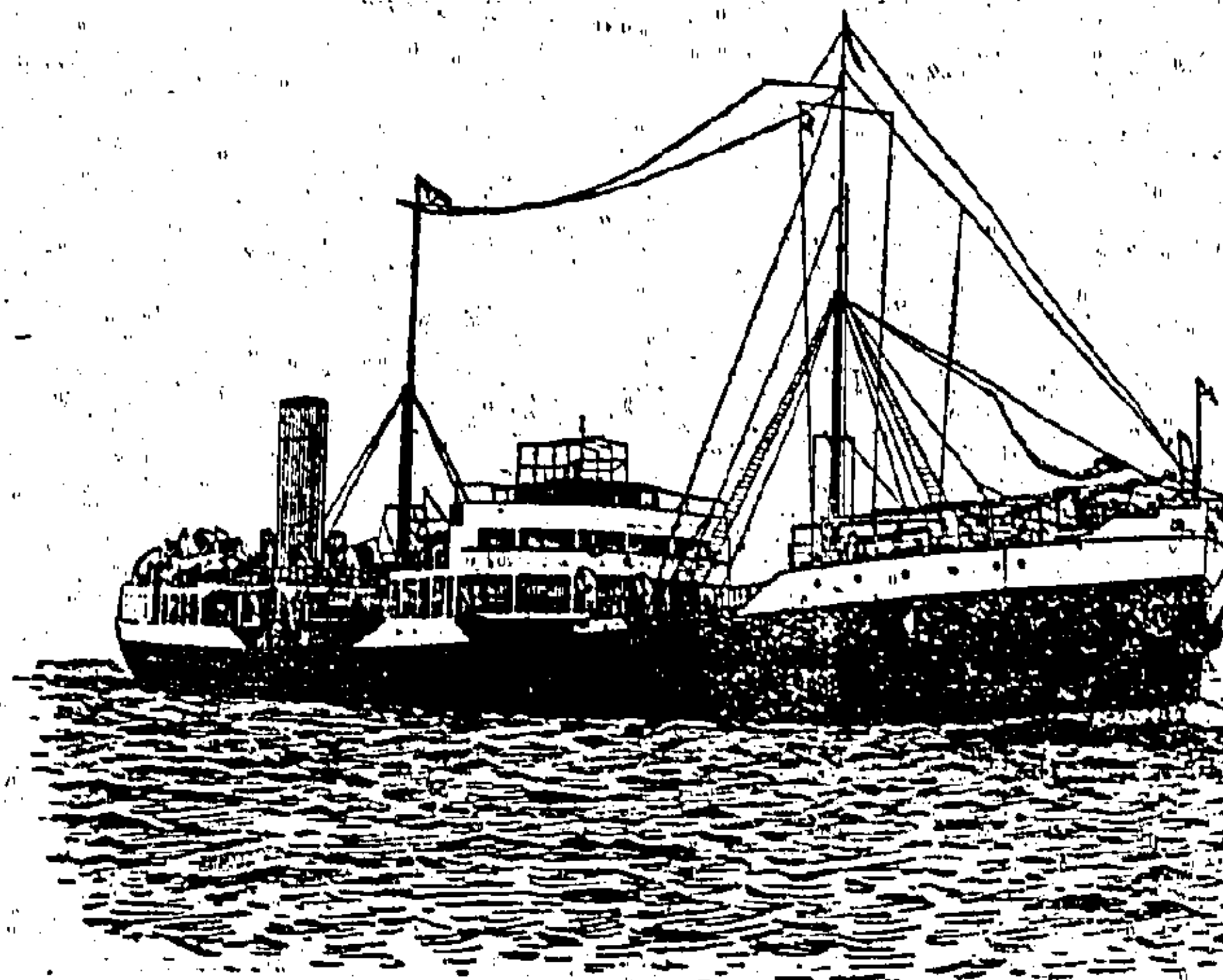
CHOOSING A HUSBAND.

Last month, an English girl, Margot Andrews, arrived at Vincent Cape Verde, to marry Mr. H. W. Burrows, an employee of the Western Telegraph Company. On arriving she found she no longer loved him, and arranged to return immediately. A hundred and fifty other English bachelors persuaded her to accept the verdict of a tossed coin. If she won she would return, and if she lost she must marry one of the 150. The coin was tossed, she called tails lost and chose one man and married him. Burrows acted as best man.

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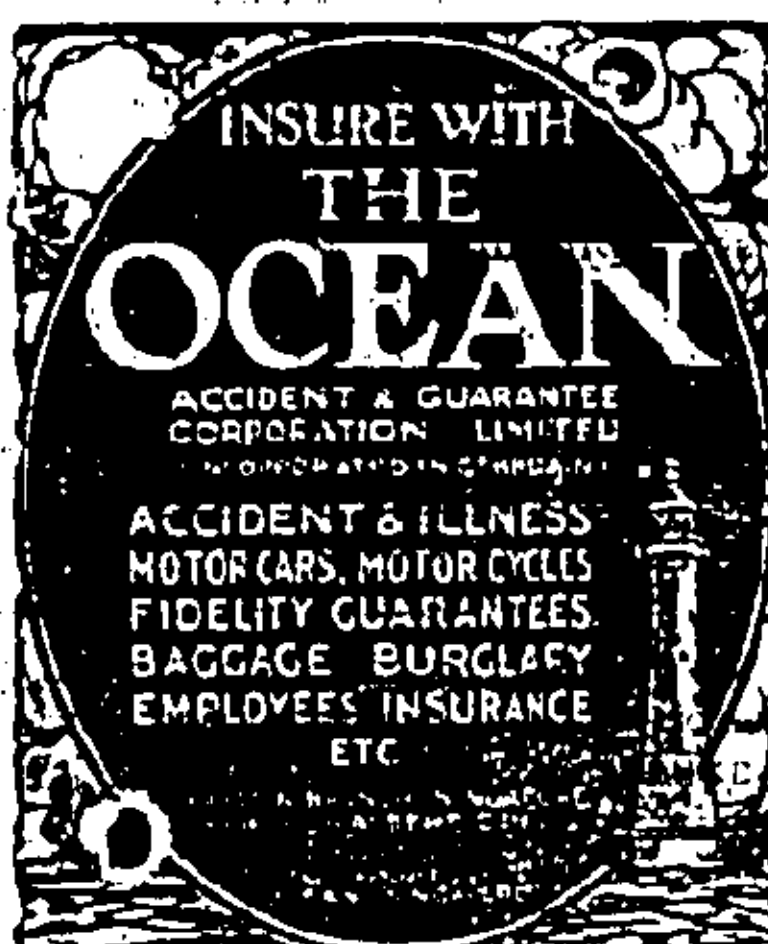
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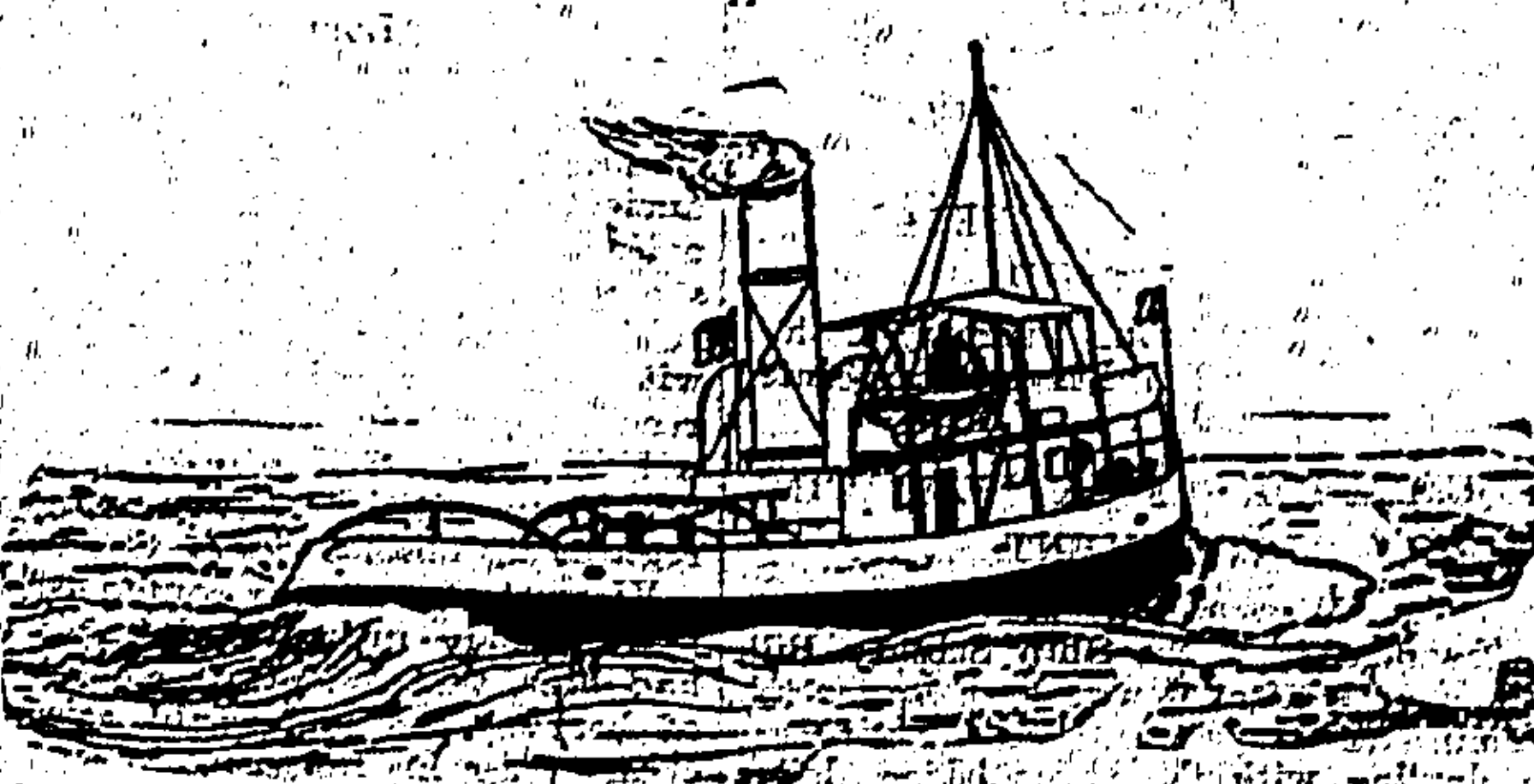
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SHIPPING NEWS

ARRIVALS.

March 1st.

Cudareta, American str., 2,885 tons, Capt. H. S. Nielsen, from Saigon, with rice.—Admiral Oriental Line.

Chekiang, Chinese str., from Canton.

Glennace, British str., 4,120 tons, Capt. W. H. Kennett, from Singapore, with a general cargo.—J.M. & Co.

Goristan, British str., 2,800 tons, Capt. J. Watson, from Singapore, with a general cargo.—China Mail S.S. Co.

Haiyang, British str., from Canton.

Hok Santos, Chinese str., 558 tons, Capt. Leung Long, from K. C. Wan, with a general cargo.—Hong On & Co.

Hanchung, Chinese str., 1,238 tons, Capt. A. R. C. Newburgh, from Shanghai, with a general cargo.—C.M.S.N. & Co.

Kalgan, British str., 1,558 tons, Capt. D. B. Davies, from Bangkok, with a general cargo.—B. & S.

Kwanglee, Chinese str., from Canton.

Luchow, British str., 1,221 tons, Capt. P. R. Purvis, from Shanghai, with a general cargo.—B. & S.

Resolute, Panama str., 1,000 tons, Capt. Daniel Malman, from Shanghai.—Pacific Mail S.S. Co.

Ryusei Maru, Japanese str., 1,510 tons, Capt. G. Kawasaki, from Bangkok, with a general cargo.—Kwang Nguan Sang.

Sinhai, British str., from Canton.

Shantung, British str., from Canton.

Woo Sang, British str., from Canton.

CLEARANCES.

February 28th.

Waiting, for Canton.

March 1st.

Bottom Castle, for Shanghai.

Garbetta, for Shanghai.

Glennace, for Shanghai.

Hague Maru, for Shanghai.

Haiyang, for Saigon.

Harford, for Canton.

Hanchung, for Canton.

Hydrangea, for Swatow.

Kaiping, for Pakhoi.

Luchow, for Canton.

Pho Nang, for Hoibow.

Promethia, for Bangkok.

Prosper, for Saigon.

Shanghai, for Saigon.

Tungsheng, for Swatow.

Woo Sang, for Ningpo.

PASSENGERS.

ARRIVALS.

Per s.s. *Resolute*, on March 1st.—Mr. N. W. Putnam, Mr. E. Behrend, Mr. G. Budd, Mr. W. D. Foulke, Mr. R. Brown, Mrs. and Miss R. H. Robinson, Dr. E. Richmond, Mr. Mygatt, Mr. Saunders, Mr. L. Collier.

SHIPPING MOVEMENTS.

The American & Oriental Line s.s. *Kumori* left Manila on February 28th, and is due to arrive on March 3rd.

The E.M.S. *Empress of Russia* arrived at Kobe on February 28th, at 7.30 a.m., left at 5 p.m., and was due at Yokohama on March 1st, at 2 p.m.

VESSELS EXPECTED.

Bellerophon (Blue Funnel), due Mar. 27th.

Chile (East Asiatic Co.), due Mar. 28th.

Devotion (Blue Funnel), due March 10th.

Empress of Asia, due March 10th.

Eurogates (Blue Funnel), due to-day.

Havenstein (Hugo Stinnes), due March 22nd.

Indira (East Asiatic Co.), due Mar. 10th.

Lajon (Blue Funnel), due March 13th.

Munster (Doddwell-Castle Line), due March 17th.

Philadelphos (Blue Funnel), due March 19th.

Portos (M.M.), due March 3rd.

President Taft (Pacific Mail), due March 4th.

Prian (Blue Funnel), due to-day.

Pyrrhus (Blue Funnel), due March 15th.

Sialia (P. & O.), due to-day, 6 a.m.

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:—

Address	From
Yagimoto, c/o Yamashita	Kyoto
Amexot	Yokohama
Yashin	Yagami
Mouley	Marseille
Impert (9)	Paris
Harlan	Kobe
0449	Wanhsien
Anyang (9)	Hankow
Lupakho	Shanghai
Kuhing Kwanglee	Shanghai
Manwong, Monkar Lane	Dairen
Chanchoke, c/o Cheek, 2nd	
Floor, No. 4, Suigo Street	
Kowloon City	Tientsin
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Fockmew	Shanghai

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HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1921.

Revised by the Members.

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WEATHER REPORT.

Mar. 1st at 12.15.—Pressure has decreased moderately at Shanghai and slightly from Amoy to Haiphong. It has increased slightly at Guam and over Luzon.

The anticyclone has weakened and moved eastward.

The Guam depression appears to have filled up.

The monsoon is interrupted to the north of Amoy and has moderated and over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m., 1st Mar. 0.0 inch. Total since January 1st, 0.32 inches, against an average of 2.17 inches.

The forecast for the 24 hours ending at noon 2nd Mar. is as follows:—

District Forecast

Hongkong to Gap Rock N.E. winds, moderate; fine to cloudy.

Formosa Channel ... the same as No. 1.

South coast of China between the same as Hongkong and Lamooka No. 1.

South coast of China between the same as Hongkong and Hainan No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, March 1st.

Previous On Date	at 2 p.m.	at 6 a.m.	at 3 p.m.
Barometer	30.35	30.38	30.19
Temperature	16	66	62
Humidity	51	62	54
Wind Direction	E	E	ESE
Force	3	4	3
Weather	C	C	C
Rain	0.0	0.0	0.00

Highest open-air Temperature on 28th ... 57.

Lowest open air Temperature on 1st ... 54.

HONGKONG TIDE TABLE.

From Mar. 2nd to 5th, 1923.

Days of Week	Days of Month	High Water		Low Water	
		H'kong Standard Time	Height	H'kong Standard Time	Height
Fri.	2	h m	ft in	h m	ft in
		8 43	5 0	3 13	0 9
		8 43	7 7	3 30	2 5
Satur	3	h m	ft in	h m	ft in
		9 32	5 3	3 49	0 8
		9 32	7 6	3 19	2 1
Sun	4	h m	ft in	h m	ft in
		10 23	5 6	4 25	0 9
		10 23	7 4	4 9	1 9
Mon	5	h m	ft in	h m	ft in
		11 11	5 8	5 2	1 2
		11 21	6 9	5 0	1 7
Tues	6	h m	ft in	h m	ft in
		11 44	5 9	5 40	1 6
		11 44	7 5	5 33	1 8
Wed	7	h m	ft in	h m	ft in
		12 31	6 2	6 19	2 3
		12 31	8 0	6 51	2 0
Thurs	8	h m	ft in	h m	ft in
		1 29	6 5	7 0	2 8
		1 29	8 0	7 59	2 2

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MARSEILLES, LONDON & ANTWERP via Singapore, &c.

HAKONE MARU ... Wednesday, 14th Mar.

SUWA MARU ... Wednesday, 28th Mar.

HAMBURG via LONDON & ROTTERDAM.

LIMA MARU ... End of March.

LIVERPOOL via MARSEILLES & VALENCIA.

TSUSHIMA MARU ... Sunday, 11th Mar.

SYDNEY & MELBOURNE via Manila, &c.

TANGO MARU ... Wednesday, 21st Mar.

YOSHINO MARU ... Wednesday, 14th April

NEW YORK & BOSTON via PANAMA.

TOBA MARU ... Wednesday, 7th Mar.

BUENOS AIRES via Singapore, Delagoa Bay, Durban & Cape Town.

KANAGAWA MARU ... Friday, 13th April.

BOMBAY via Singapore and Colombo.

NAGATO MARU ... Saturday, 10th Mar.

KAMAKURA MARU ... Thursday, 15th Mar.

CALCUTTA via Singapore, Penang & Bangkok.

MALACCA MARU ... Sunday, 11th Mar.

NAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU ... Thursday, 15th Mar.

SHANGHAI, KOBE & YOKOHAMA.

TOYOHASHI MARU ... Sunday, 4th Mar.

MISHIMA MARU ... Wednesday, 14th Mar.

or further information apply to— NIPPON YUSEN KAISHA

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DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE EMPLOYED
NEW YORK & PANAMA	Toba Maru	Jap.	Nippon Yusen Kaisha	On 7th Mar.
NEW YORK & BOSTON	Celtic Prince	Brit.	Princo Line	On 19th Mar.
BOSTON & NEW YORK via Suez	City of Norwich	Brit.	The Bank Line, Limited	On 7th Mar.
SAN FRANCISCO	Dewey	Am.	Shawmut & Barry	On 17th Mar.
SAN FRANCISCO via Suez & Jap. Ports & H'k	President Lincoln	Am.	Pacific Mail S.S. Co.	On 2nd Mar.
VICTORIA & VANCOUVER via S'hai & Jap. Ports	Empress Asia	Brit.	Canadian Pacific O. S. Ltd.	About 2nd Mar.
VICTORIA, SEATTLE & VANCOUVER via S'hai, J. Ports	Shizuka Maru	Jap.	Nippon Yusen Kaisha	On 18th Mar.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Osaka Shosen Kaisha	Jap.	Osaka Shosen Kaisha	On 18th Mar.
VICTORIA, SEATTLE & VANCOUVER	Achilles	Brit.	Butterfield & Swire	On 7th Mar.
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress Canada	Brit.	Canadian Pacific O. S. Ltd.	On 7th April.
MARSEILLES, LONDON & ANTWERP	Kashmir	Brit.	P. & O. S. L. & A. L.	On 21st Mar.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	Assy Le Rideau	Fren.	Messageries Maritimes	About 19th Mar.
MARSEILLES, LONDON & ROTTERDAM	Hakone Maru	Jap.	Nippon Yusen Kaisha	On 14th Mar.
MARSEILLES, LONDON & ROTTERDAM	City of Simla	Brit.	The Bank Line, Ltd.	On 14th Mar.
MARSEILLES, LONDON & ROTTERDAM & GLASGOW	Tian	Brit.	Butterfield & Swire	On 9th Mar.
LONDON, ROTTERDAM & HAMBURG	Holentis	Brit.	Butterfield & Swire	On 5th Mar.
LONDON, ROTTERDAM, ANTWERP & MARSEILLES	London Maru	Jap.	Osaka Shosen Kaisha	On 10th Mar.
LONDON, GIBRA, HOLL, ROTTERDAM & BREMEN	Glenshane	Brit.	Jardine, Matheson & Co., Ltd.	On 10th Mar.
ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN	Sapardes	Dut.	Java-China-Japan-Lijn	On 30th Mar.
ANTWERP, ROTTERDAM & HAMBURG	London Maru	Jap.	Osaka Shosen Kaisha	On 10th Mar.
SAIGON, P. SAID, ANTWERP, DUNKERQUE	London Maru	Jap.	Osaka Shosen Kaisha	On 10th Mar.
PORT SAID, VALENCIA, BORDEAUX, HAVRE, ANT., DUN.	London Maru	Jap.	Osaka Shosen Kaisha	On 10th Mar.
BOMBAY, MARSEILLES, LONDON & ANTWERP	London Maru	Jap.	Osaka Shosen Kaisha	On 10th Mar.
BOMBAY via SINGAPORE, COLOMBO	London Maru	Jap.	Osaka Shosen Kaisha	On 10th Mar.
STRAIT & CALCUTTA	London Maru	Jap.	Osaka Shosen Kaisha	On 10th Mar.
SINGAPORE & HAWAII	London Maru	Jap.	Osaka Shosen Kaisha	On 10th Mar.
BRINDISI, VENICE & TRIESTE	London Maru	Jap.	Osaka Shosen Kaisha	On 10th Mar.
HAIPHONG	London Maru	Jap.	Osaka Shosen Kaisha	On 10th Mar.
HAIPHONG via HAIHOW & PAKHOI	London Maru	Jap.	Osaka Shosen Kaisha	On 10th Mar.
HAIPHONG via SWATOW & AMOY	London Maru	Jap.	Osaka Shosen Kaisha	On 10th Mar.
SANDAKAN	London Maru	Jap.	Osaka Shosen Kaisha	On 10th Mar.
AUSTRALIAN PORTS via MANILA	London Maru	Jap.	Osaka Shosen Kaisha	On 10th Mar.
AUSTRALIAN PORTS	London Maru	Jap.	Osaka Shosen Kaisha	On 10th Mar.
SHANGHAI via SWATOW	London Maru	Jap.	Osaka Shosen Kaisha	On 10th Mar.
SHANGHAI, KOBE & YOKOHAMA	London Maru	Jap.	Osaka Shosen Kaisha	On 10th Mar.
SHANGHAI & JAPAN	London Maru	Jap.	Osaka Shosen Kaisha	On 10th Mar.
SHANGHAI & TIENTSIN	London Maru	Jap.	Osaka Shosen Kaisha	On 10th Mar.
SHANGHAI & NORTH CHINA	London Maru	Jap.	Osaka Shosen Kaisha	On 10th Mar.
JAPAN PORTS	London Maru	Jap.	Osaka Shosen Kaisha	On 10th Mar.
TIENTSIN	London Maru	Jap.	Osaka Shosen Kaisha	On 10th Mar.
BATAVIA DIRECT	London Maru	Jap.	Osaka Shosen Kaisha	On 10th Mar.
CALCUTTA, SINGAPORE & RANGOON	London Maru	Jap.	Osaka Shosen Kaisha	On 10th Mar.
RANGOON & SWATOW	London Maru	Jap.	Osaka Shosen Kaisha	On 10th Mar.
SWATOW & BANGKOK	London Maru	Jap.	Osaka Shosen Kaisha	On 10th Mar.
SWATOW AMOY & POONHONG	London Maru	Jap.	Osaka Shosen Kaisha	On 10th Mar.
SWATOW, AMOY & POONHONG	London Maru	Jap.	Osaka Shosen Kaisha	On 10th Mar.
MANILA	London Maru	Jap.	Osaka Shosen Kaisha	On 10th Mar.
MANILA & SINGAPORE	London Maru	Jap.	Osaka Shosen Kaisha	On 10th Mar.

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s.s. "TRIESTE" ... sailing on or about 25th March.

s.s. "VENETIA" ... sailing on or about end April.

FOR SHANGHAI.

s.s. "TRIESTE" ... sailing on or about 7th March.

s.s. "VENETIA" ... sailing on or about beginning April.

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s.s. "UMZUMBI" ... sailing middle of April.

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Miss C. R. Avery	Mr & Mrs Walter G.
Mr M. M. Astor	Joseph & son
Mr J. T. Bagran	Mr & Mrs J. R.
Mr B. Baring	Kraatzman
Mrs W. A. Batorworth	Mr J. Lamb
Miss E. B. Bellis	Mr & Mrs C. Lanthorn
Mr C. H. Benson	Miss M. F. Ledyard
Mr & Mrs Benson	Mr C. J. Lechner
Mr R. J. Berbeck	Mr J. J. Liem
Mrs J. M. Bickart	Miss Lincoln
Mrs E. Blackburn	Miss N. Lincoln
Miss Boncaneer	Mrs J. L. Lincoln
Mr W. A. Borie	Miss J. Linsberger
Mr G. H. Brooke	Mr R. G. Macdonald
Mr & Mrs A. Broutet	Mrs A. Macmillan
Mr M. Caris	Mr J. Macmillan
Mr & Mrs J. J. Carter	Mr F. B. Marshall
Mr W. H. Clark	Miss D. Mackenzie
Mr E. Collinge	Mr C. Gordon McKie
Mr N. Croucher	Mr J. L. Macnair
Mr Dalgarano	Mr N. S. McCain
Mrs A. David	Mr & Mrs Day
Mr F. B. Deacon	Mobirney
Mrs Dickenson	Mr R. McCoy
Mr A. Dodd	Mr C. D. Melbourne
Dr Donelan	Mr J. Miller
Mr Karl Eisner	Mr Eric Moller
Mr & Mrs W. A. Eustace	Mr C. H. Montague
Mrs Ezra	Miss Mosser
Mr A. E. Fearnley	Mr & Mrs G. Moore
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Capt. E. M. French	Mr & Mrs Mostry
Mr & Mrs W. H. Gale	Miss E. M. Munro
Mr & Mrs J. V. Gardner	Mr & Mrs G. M.
Dr T. D. Gardner	Mr M. R. Nicholson
Mr R. R. Gibson	Mr & Mrs T. Polke
Mr, Mrs & Misses	Mr & S. Perry
Gilchrist	Mr G. H. Potts
Mr H. Glodhill	Mr D. Reiss
Mr A. S. Glemby	Miss de Robeck
Mrs & Miss Gray	Mr E. A. Rodsky
Mr & Mrs Grossman	Mr A. H. Rowe
Major W. E. Gurry	Mr R. E. Smith
Capt. T. O. Hall	Mr W. S. Summers
Mr C. H. Harwood	Mr R. E. Spaul
Mr G. Harpell	Mr W. v. d. Storm
Mr & Mrs G. F. L.	Mr J. T. Stetinger
Harrison	Miss Summers
Mr John Scott Har-	Mr J. A. Toops
ston	Mr N. B. Tyler
Mr Ellis H. In	Mr & Mrs C. Upson
Mr & Mrs A. C.	Mr & Mrs W. J.
Henderson	Miss C. L. Wolfe
Mr F. H. Hill	Miss W. S. Wolfe
Mr J. Hiss	Mr Wilson Wong
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Mr J. M. de Jozz	

"ELLERMAN LINE"

ELLERMAN & BUCKNALL S.S. CO., LTD.

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"CITY OF POONA"	15th March	Shanghai, Kobe & Yokohama
"CITY OF SIMLA"	24th March	Marseilles, London & Hamburg

PASSENGER SERVICE.

"CITY OF POONA"	15th March	Shanghai, Kobe & Yokohama
"CITY OF SIMLA"	24th March	Marseilles, London & Hamburg
"CITY OF POONA"	29th April	Marseilles, London & Hamburg

Subject to change without notice.

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"CITY OF NORWICH"	via Suez Canal	7th March
"AGAMEMNON"	via Suez Canal	15th March
"CITY OF LINCOLN"	via Suez Canal	26th March

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

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REISS & CO., CANTON.

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M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkgs. and Sailing for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
AZAY LE RIDEAU	25th Jan.	3rd March	18th March
PORTOES	25th Feb.	19th March	3rd April
ARMAND BRECH	25th Feb.	27th March	17th April
PAUL LECAT	25th Feb.	27th March	17th April
ANDRE LEBON	25th March	10th April	1st May
AMBOISE	25th March	24th April	15th May
CORDILLERE	25th April	8th May	12th June

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A. CLASS (1st Class).....\$180. On Cd.	B. CLASS (1st Class).....\$110. On Cd.
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Through Tickets to London and Landing Towns of Europe.

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FOR

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HAICHONG	Capt. J. S. Thomson	Friday, 2nd Mar. at 1 p.m.
HAIPHONG	Capt. W. C. Passmore	Friday, 9th Mar. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

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PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"SICILIA"	6,700	3rd Mar., Noon	Sydney, Penang, Colombo & Bombay
"MORRA"	11,000	7th Mar., 4 p.m.	Bombay, Madras, London & Antwerp
"LAREMIE"	5,552	17th Mar.	Sydney, Penang, Colombo & Bombay
"LAREMIE"	5,552	21st Mar.	Marseilles, London & Antwerp
"SODITA"	6,700	27th Mar.	Sydney, Penang, Colombo & Bombay
"DONGOLA"	6,900	4th Apr.	Marseilles, London & Antwerp
"NAOPORE"	5,283	8th Apr.	Sydney, Penang, Colombo & Bombay
"NANKIN"	7,000	12th Apr.	Marseilles, London & Antwerp
"STOILIA"	6,800	21st Apr.	Sydney, Penang, Colombo & Bombay
"KARMALA"	9,000	2nd May	Marseilles, London & Antwerp
"KARHAR"	9,000	16th May	do
"NYANZA"	7,000	30th May	do
"NOVARA"	6,360	13th June	do
"DELTA"	8,007	27th June	do
"MALWA"	10,541	11th July	do
"DEVANHA"	8,092	25th July	do

BRITISH INDIA - APCAR. SAILINGS

"TORILLA"	5,500	3rd Mar., 3 p.m.	Calcutta via Singapore & Penang
"TANDA"	6,958	31st Mar.	do

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	3rd Mar., Noon	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"TANDA"	6,958	8th Mar.	Shanghai, Moji & Kobe
"NANKIN"	7,000	13th Mar.	Shanghai, Moji, Kobe & Yokohama
"SODITA"	6,700	15th Mar.	Shanghai.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Hongkong must carry their own Hotel expenses at Singapore while awaiting the carrying steamer.

First Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the cost of their P. & O. Tickets Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.
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For further information, Passage Fares, Freight, etc., apply to—

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PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston (and/or New York) by fast freight steamers

For BOSTON

and

NEW YORK

S.S. "CELTIC PRINCE" ... about 19th March.

S.S. "SLAVIC PRINCE" ... 31st March.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone: Central 8165 (Incorporated in Great Britain)
Telegrams (Furness) St. George's Building [21]**O. S. K.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES—Monthly direct service via Singapore and Port Said.

"LONDON MARU" (Taking Passengers) ... Saturday, 10th Mar.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE.

"CANADA MARU" ... Tuesday, 27th Mar.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

"HONOLULU MARU" ... Thursday, 8th Mar.

"HELVIA MARU" ... Wednesday, 14th Mar.

"BORNEO MARU" ... Monday, 19th Mar.

SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.

"BUSHO MARU" ... Tuesday, 6th Mar.

CALCUTTA—Monthly Service via Singapore, Penang & Rangoon.

"JAVA MARU" ... Saturday, 10th Mar.

VICTORIA, VANCOUVER, BRATTLE & TACOMA—via Shanghai and Japan Ports. Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.

"ALABAMA MARU" ... Sunday, 18th Mar.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.

"HAGUE MARU" ... Friday, 2nd Mar.

JAPAN PORTS—Kobe & Yokohama ... Sunday, 25th Mar.

"AMAZON MARU" ... Sunday, 25th Mar.

KUNGLUND via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"KAIJO MARU" ... Every Sunday, 10 a.m.

"AMAKUSA MARU" ... Every Sunday, 10 a.m.

TAKAO via AMOY & AMOY. ... Tuesday, 13th Mar.

For sailing dates and further particulars please apply to—

Tel. Central No. 4094. O. S. K. Manager.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamers	To Sail
SHANGHAI & TIENTSIN	"SHANTUNG"	On 3rd Mar., D.L.
SWATOW, SHANGHAI & FUKOW	"LUCHOW"	On 4th Mar., 10 a.m.
HAIPHONG	"NANCHANG"	On 5th Mar., 10 a.m.
SHANGHAI, WAIWAI, CHEFOO & TIENTSIN	"SHUNTEN"	On 6th Mar., D.L.
HOIHOW, PAKHOI & HAIPHONG	"YUNNAN"	On 6th Mar., 10 a.m.
SWATOW & BANGKOK	"KALGAN"	On 8th Mar., 10 a.m.
SWATOW & SHANGHAI	"SUICHANG"	On 8th Mar., 10 a.m.
HOIHOW & BANGKOK	"LIVAN"	On 8th Mar., 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"RINKIANG"	On 10th Mar., D.L.
AMOY, SHANGHAI & TIENTSIN	"KWEIYANG"	On 11th Mar., 10 a.m.
SWATOW & SINGAPORE		

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Tuesdays (extending to Fookow), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wooming.

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(HONGKONG, PHILIPPINES AND AUSTRALIAN PORTS.)

SAILING SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Sandakan, Manila & Australian Ports
"CHANGSHA"	18th March	17th March

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A daily qualified Doctor is carried. Reduced Fares! Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to— BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.), Agents. Telephone Central No. 35.

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U.S.S. "Dewey"		Due Hongkong 15th Mar.
		Leave Hongkong 17th Mar.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLANDPOINTS.

TO MANILA AND SINGAPORE.

U.S.S. "Elbridge"		Due Hongkong 2nd Mar.
		Leave Hongkong 3rd Mar.
U.S.S. "West Prospect"		Due Hongkong 25th Mar.
		Leave Hongkong 26th Mar.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED!

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G. P. BRADFORD, Res. Agent.

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PACIFIC MAIL STEAMSHIP CO.

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UNITED STATE SHIPPING BOARD

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"S.S. 'PRESIDENT LINCOLN'" ... Leaves Hongkong ... Arrives San Francisco

S.S. "PRESIDENT TAFT" ... Mar. 2nd ... Mar. 27th

S.S. "PRESIDENT CLEVELAND" ... Mar. 14th ... April 5th

S.S. "PRESIDENT CLEVELAND" ... Mar. 28th ... April 19th

Sailing & Fare Subject to Change Without Notice.

*This Steamer proceeds Homeward via Manila and thence to Shanghai, Yokohama, Honolulu.

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Accommodations any Atlantic Ocean Steamer.

HONGKONG-MANILA SERVICE.

Leaves Hongkong.

Arrives Manila.

S.S. "PRESIDENT LINCOLN" ... Mar. 2nd ... Mar. 4th

S.S. "PRESIDENT TAFT" ... Mar. 5th ... Mar. 7th

S.S. "PRESIDENT CLEVELAND" ... Mar. 19th ... Mar. 21st

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Freight Only

FOR CALCUTTA via SINGAPORE, PENANG & RANGOON.

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